

LOG BOOK.

.....OF.....

F. G. Carroll Feb 4/37

FIVE MASTED SCHOONER
MARY H. DIEBOLD
OF
BOSTON

Richard R. Reid
Dec 11

89 48 August 14th 1930
60 41 6hr. slow 9.47

29 01

14 28

43 29

56 1/2

81 1/2

4850

76

52

24

Feb 6/31 ^{ground N light} thick snow weather cold
1:30pm Mount Desert Rock light S.S.E. 1 mile log 99 1/2
wind ^{light} with weather on coast
3:57pm log 84 1/2 = 5 = WSW
8pm wind NW Fair breeze log 56 1/2 =
in n log -00- 43 1/2

7th 10 am Narsis light by with 10 miles
log 74 = 74 sea light N E wind
on coast with light snow
5pm log 94 Barometer 30.7 (Falling)
11pm " 10 Sankaty light with wind light
E.S.E. on coast spitting snow

8th 3:00 on log 41 (and Lighthouse)
8am " 90 = 49 10am took on 1/2 point
noon " 34 = 44 1/2 WSW
3:30pm 66 = 32 WSW wind
moderate and hail on Sankaty
Barometer 30.7 falling

F. G. Carroll Feb 4/37

FIVE MASTED SCHOONER
MARY H. DIEBOLD
OF
BOSTON

Richard R. Reid Dies At Gagetown

GAGETOWN—A well known Queens County lumberman, Richard R. Reid, 77, died at his home here early yesterday morning following a lengthy period of illness.

Mr. Reid's lumber mill was the leading industry in the area until the establishment of Camp Gagetown caused its shutdown.

A native of Gagetown who had lived here all his life, Mr. Reid was the son of the late Sheriff James F. and Mildred (Kirkpatrick) Reid.

As a young man he took up lumbering with his late brothers, William Reid of New York and Sheriff J. Frank Reid of Gagetown. He expanded his business through the years to many parts of the province and New York, where his brother established the firm of Leary and Reid.

A notable feat carried out by the Reid brothers in the early 1900s was the construction of a huge cigar-shaped raft of lumber which plied between Gagetown and New York, the only one of its kind to reach port safely. The last schooner to be seen here carried Reid's lumber from the St. John River to the United States.

Mr. Reid is survived by his wife, the former F. Sylvia Allingham of Gagetown; one son, Harry G. Reid, Gagetown; two daughters, Mrs. James Dolphin, Hudson Heights, Que., and Mrs. D. Ivan Sinclair, Charlottetown, P.E.I.; eight grandchildren and several nieces and nephews.

The funeral will be held from the residence here Sunday at 2 p.m. to St. John's Church for service. Interment will be in the adjoining cemetery.

TOPS BLOOD DONORS

OTTAWA (CP) — Dr. G. W. Miller of Toronto, national director of blood transfusion services for the Red Cross, told an Ottawa Red Cross meeting Wednesday night that women contribute 60 per cent of the blood donated by Canadians. Canada had the world's highest proportion of donors—20 in every 10,000 population. The comparative U.S. figure was 12 and in the United Kingdom eight.

Chipman.

Jan 24 1959

Moses Miller, 87, Dies In Chipman

CHIPMAN — A wide circle of friends and relatives will regret to hear of the death of Moses Miller of The Range who passed away at the home of his daughter, Mrs. Fred Brogan of Chipman, after a lingering illness. He was 87 years of age.

Mr. Miller was born at Waterboro, Queens County, a son of the late Conrad and Bridgett (McNamara) Miller. His wife the former Rachael Elenor McNamara, predeceased him nine years ago.

An experienced seaman, Mr. Miller received his captain's license at the age of 21. He built his own boat "Parry Miller" a two-masted schooner on his own shore. After sailing to Chipman he took on a cargo of lath from the mill of the late G. H. King of Chipman and sailed for New York. Mr. Miller was dismasted at sea twice. The second time he had to be towed into New York. Here he sold his boat and returned from the sea in 1914. After his retirement he was employed as foreman on road construction work, having built many roads in New Brunswick and Maine.

Active in affairs of the county, he served as Queens County councillor for over 30 years and was a strong supporter of the Liberal party.

He is survived by one daughter, Mrs. Fred Brogan, Chipman; two sons, James, Chipman, and Otis, New York; one brother, Levi, The Range; 19 grandchildren; 37 great-grandchildren and several nieces and nephews.

The body is resting at the home of his daughter, Mrs. Fred Brogan, Chipman, where prayers will be held Sunday at 2 p.m. followed by service in the Lower Cumberland Bay Baptist Church at 2.30 p.m. Rev. Gideon Corey will officiate assisted by Rev. J. Maitland Jones. Interment will be in the adjoining cemetery.

FATALLY INJURED

SCH "HELEN BARNET GRING"

Painted at Lander Maine

1919

Journal from *Portland main* towards *Jacksonville Fla*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	13	day of	Aug	19	29
1	4		sc by s e by n	1 1/2		This day began thick with fog					
2	4		"	"	"	& light air in e at 8:30 am					
3	5		"	"	"	fog boat came along side					
4	6		"	"	"	took vessel to sea set					
5	2		"	"	"	all sail					
6	2		"	"	"	at 11:45 am was					
7	2		"	"	"	apprehended of light ship					
8	2		"	"	"	dist 1 mile so hear ends					
9	1		s s e	bad	"	Harbour fog to began					
10	1		"	"	"	sea fog at 12 noon on same					
11	1		"	"	"	date					
12	1		"	"	"						
1	1		"	"	"	Crew employed mending					
2	1		"	"	"	spaid					
3	1		"	"	"						
4	1		"	"	"						
5	1		sc by s e	"	"						
6	1		"	"	"	Day ends thick with					
7	1		"	"	"	fog & light breeze					
8	1		"	"	"						
9	1		sc s s e	"	"						
10	1		"	"	"	Pumps light look and					
11	1		"	"	"	Horn & light careful					
12	2		"	"	"	attended to					
98											

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	14	day of	Aug	19	29
1	3		sc by s e by s	1 1/2		Pm					
2	3		"	"	"	This day began thick					
3	4		"	"	"	with fog & light air					
4	4		"	"	"						
5	4		"	"	"						
6	4		"	"	"						
7	4		"	"	"						
8	5		"	"	"	at 10:15 pm Tacked					
9	6		"	"	"	ship					
10	7		"	"	"						
11	1		e by n	"	"	Crew employed at vessel					
12	1		"	"	"	work					
1	0		"	calm	"	at 8 am Tacked ship					
2	0		"	"	"						
3	2		sc by s e	"	"						
4	2		"	"	"						
5	3		"	"	"	Day ends thick with					
6	4		"	"	"	fog with light breeze					
7	4		"	"	"						
8	4		"	"	"						
9	4		sc by s e	"	"						
10	5		"	"	"	Pumps light look and					
11	6		"	"	"	& light careful					
12	6		"	"	"	attended to					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland main* towards *Jacksonville Fla*

	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 15 day of Aug 1928
65	1	4		south	slgt	1 1/2 mi	This day began thick
	2	3		slgt	slgt	"	with fog and light
	3	4		"	"	"	brake with smoke
80	4	4		"	"	"	sea
	5	5		slgt	slgt	"	at 1 pm tacked
	6	6		"	"	"	ship
	7	6		"	"	"	
9	8	6		"	"	"	
	9	4		south	slgt	"	
	10	4		"	"	"	
	11	4		"	"	"	Crew employed at
19	12	4		"	"	"	stitch work
	1	5		"	"	"	
	2	5		slgt	slgt	"	
	3	6		"	"	"	
41	4	6		"	"	"	
	5	6		"	"	"	Day ends, bird with
	6	6		"	"	"	light air
	7	6		"	"	"	
64	8	5		south	"	"	
	9	4		"	"	"	
	10	4		"	"	"	Pumps light looked
	11	4		"	"	"	& lights careful
	12	4		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 16 day of Aug 1928
	1	6		south	west	1 1/2 mi	Pm
	2	6		"	"	"	This day began fine
	3	6		"	"	"	with light air &
	4	6		"	"	"	smoke sea
13	5	5		slgt	slgt	"	
	6	6		"	"	"	
	7	6		slgt	slgt	"	
26	8	6		"	"	"	
	9	6		slgt	slgt	"	Crew employed
	10	6		"	"	"	cleaning tanks
	11	7		"	"	"	
52	12	7		"	"	"	
	1	5		west	slgt	"	
	2	4		"	"	"	
	3	4		"	"	"	
69	4	4		"	slgt	1 1/2 mi	
	5	4		"	"	"	Day ends, bird with
	6	3		"	"	"	with light air &
	7	3		west	slgt	"	smoke sea
82	8	3		"	"	"	
	9	2		"	"	"	
	10	2		"	"	"	Pumps light look
	11	2		"	"	"	and lights careful
	12	2		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland main* towards *Jacksonville Fla*

	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 17 day of Aug 1928
	1	1		slgt	slgt	1 1/2 mi	Pm
	2	1		"	"	"	This day began fine
	3	1		"	"	"	with
	4	1		slgt	slgt	1 1/2 mi	
	5	1		"	"	"	
87	6	1		"	"	"	
	7	1		"	"	"	
	8	1		"	"	"	Crew employed at ships
	9	3		slgt	slgt	"	Duty
	10	3		"	"	"	
	11	3		"	"	"	
92	12	3		"	"	"	at 6 am tacked ship
	1	4		slgt	slgt	"	
	2	4		"	"	"	
	3	4		"	"	"	
14	4	5		"	"	"	at 1130 am tacked ship
	5	5		slgt	slgt	"	
	6	5		"	"	"	
	7	4		slgt	slgt	"	Day ends, bird with
94	8	4		"	"	"	light breeze & smoke
	9	6		"	"	"	sea
	10	6		"	"	"	
	11	6		"	"	"	Pumps light looked
	12	2		"	"	"	& lights careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 18 day of Aug 1928
	1	4		slgt	slgt	1 1/2 mi	Pm
	2	4		"	"	"	This day began fine
	3	5		"	"	"	with light breeze &
72	4	5		"	"	"	smoke sea
	5	5		"	"	2 1/2 mi	at 615 pm tacked
	6	4		"	"	"	slgt breeze on foremast
	7	1		"	"	"	heads and sails around
81	8	1		"	"	"	Repping up after mast head
	9	4		"	"	"	to support repping timber
	10	5		slgt	slgt	"	no 4th ship
	11	5		"	"	"	at 6 am took heavy swell
12	12	5		"	"	"	stowed sparker & flying ship
	1	1		"	"	"	at 7 am lost foretop sail &
	2	1		"	"	"	had ship badly fore
	3	1		"	"	"	
5	4	1		"	"	"	Crew employed making yamper
	5	1		"	"	"	ing Repper on foremast head
	6	1		"	"	"	at 1130 am set bowsail
	7	1		"	"	"	
	8	1		"	"	"	Day ends, thick air
	9	2		slgt	slgt	"	cast with
	10	3		"	"	"	light rain & smoke sea
	11	3		"	"	"	
	12	3		"	"	"	Pumps light looked &
				"	"	"	lights careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland Maine* towards *Jacksonville Fla*

19	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	19	day of	Aug	19
1	1	7		W. by N	W. by N	0	P. m				
2	2	7		"	"	"	This day began thick				
3	3	8		"	"	"	over Cast with light				
4	4	8		"	"	"	rain & smoky sea				
5	5	8		"	"	"	at 2 p.m. bend. storm				
6	6	7		S. by W	"	"	Sail for barest tail				
7	7	6		"	"	"	"				
8	8	6		"	"	"	"				
9	9	6		S. by W	"	"	"				
10	10	6		"	"	"	"				
11	11	6		"	"	"	Crew employed Repair				
12	12	6		"	"	"	ing jibs				
1	1	6		W. by N	"	"	"				
2	2	6		"	"	"	"				
3	3	7		"	"	"	"				
4	4	7		"	"	"	"				
5	5	9		"	"	"	Day ends fine with				
6	6	9		"	"	"	light breeze & smoky				
7	7	9		"	"	"	sea				
8	8	10		"	"	"	"				
9	9	6		"	"	"	"				
10	10	6		"	"	"	"				
11	11	7		"	"	"	Pumps light lookant				
12	12	7		"	"	"	& lighty Careful				
				"	"	"	attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	20	day of	Aug	19
1	1	6	W. by N	W. by N	0	P. m				
2	2	6	"	"	"	This day began				
3	3	6	"	"	"	fine with light breeze				
4	4	4	S. by E	W. by N	"	& smoky sea				
5	5	5	"	"	"	"				
6	6	5	"	"	"	"				
7	7	9	"	"	"	"				
8	8	3	"	"	"	at 2 p.m. bend jibs				
9	9	0	"	"	"	"				
10	10	0	"	Cal.	"	"				
11	11	0	"	"	"	"				
12	12	1	"	Cal.	"	Crew employed at				
1	1	1	"	"	"	vessel work				
2	2	1	"	"	"	"				
3	3	1	"	"	"	"				
4	4	1	"	"	"	"				
5	5	2	"	"	"	"				
6	6	2	"	"	"	Day ends fine with				
7	7	2	"	"	"	light air & smoky sea				
8	8	2	"	"	"	"				
9	9	2	S. by E	W. by N	"	"				
10	10	2	"	"	"	"				
11	11	2	"	"	"	Pumps light lookant				
12	12	2	"	"	"	& lighty Careful				
			"	"	"	attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland Maine* towards *Jacksonville Fla*

19	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	21	day of	Aug	19
1	1	1		S. by E	W. by N	0	P. m				
2	2	1		"	"	"	This day began fine				
3	3	1		"	"	"	with light air & smoky				
4	4	1		"	Cal.	W. by N	sea				
5	5	1		"	"	"	"				
6	6	1		"	"	"	"				
7	7	1		S. by E	W. by N	"	"				
8	8	1		"	"	"	"				
9	9	2		S. by E	W. by N	"	"				
10	10	2		"	"	"	Crew employed cleaning				
11	11	2		"	"	"	Tarps				
12	12	2		"	"	"	"				
1	1	1		S. by E	W. by N	"	"				
2	2	1		"	"	"	"				
3	3	1		"	"	"	"				
4	4	1		"	"	"	"				
5	5	0		0	Cal.	"	"				
6	6	0		"	"	"	"				
7	7	0		"	"	"	Day ends fine with Cal.				
8	8	0		"	"	"	& smoky sea				
9	9	0		"	"	"	"				
10	10	0		"	"	"	Pumps light lookant &				
11	11	0		"	"	"	lighty Careful attended				
12	12	0		"	"	"	to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	22	day of	Aug	19
1	1	1	S. by E	W. by N	1 p.m.	P. m				
2	2	1	"	"	"	This day began				
3	3	1	"	"	"	fine with light air &				
4	4	1	S. by E	W. by N	"	smoky sea				
5	5	1	"	"	"	4 p.m. Tacked ship				
6	6	4	W. by N	W. by N	"	"				
7	7	5	"	"	"	at 8 p.m. Tacked ship				
8	8	5	"	"	"	"				
9	9	5	S. by E	W. by N	"	"				
10	10	6	"	"	"	"				
11	11	6	"	"	"	Crew employed at				
12	12	6	"	"	"	vessel work				
1	1	5	"	"	"	at 2 p.m. Tacked ship				
2	2	5	"	"	"	"				
3	3	4	W. by N	"	"	"				
4	4	5	"	"	"	"				
5	5	4	W. by N	S. by E	"	"				
6	6	4	"	"	"	"				
7	7	4	"	"	"	"				
8	8	4	S. by E	W. by N	"	Day ends fine with				
9	9	4	"	"	"	moderate breeze & smoky sea				
10	10	3	"	"	"	"				
11	11	3	"	"	"	Pumps light lookant &				
12	12	4	"	"	"	lighty Careful attended				
			"	"	"	to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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12	H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks, 23	day of Aug	19
1	4			W.S.W	sand	1 1/2	at 12 noon tacked		
2	4			"	"	"	at 8 pm tacked		
3	5			"	"	"			
4	5			"	"	"			
5	5			"	"	"			
6	5			"	"	"			
7	2			"	"	"			
8	2			"	"	"			
9	3			S.W	W.S.W	1 1/2			
10	3			"	"	"			
11	4			"	"	"			
12	4			"	"	"			
1	6			"	"	"			
2	6			"	"	"			
3	5			"	"	"			
4	5			"	"	"			
5	5			"	"	"			
6	6			"	"	"			
7	6			"	"	"			
8	5			sand	W.S.W	1 1/2			
9	4			"	"	"			
10	4			"	"	"			
11	4			"	"	"			
12	4			"	"	"			

12	H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks, 25	day of Aug	19
1	3			S.W	W.S.W	0			
2	3			"	"	"			
3	3			"	"	"			
4	3			"	"	"			
5	6			"	"	"			
6	7			S.W	W.S.W	1 1/2			
7	7			"	"	"			
8	8			"	"	"			
9	7			"	"	"			
10	6			"	"	"			
11	6			"	"	"			
12	6			"	"	"			
1	4			S.W	W.S.W	1 1/2			
2	4			"	"	"			
3	5			"	"	"			
4	5			"	"	"			
5	3			S.W	W.S.W	1 1/2			
6	3			"	"	"			
7	4			"	"	"			
8	4			"	"	"			
9	4			"	"	"			
10	4			"	"	"			
11	5			"	"	"			
12	5			"	"	"			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

1	H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks, 24	day of Aug	19
1	2			S.W	W.S.W	0			
2	2			"	"	"			
3	2			"	"	"			
4	2			"	"	"			
5	2			"	"	"			
6	1			S.W	W.S.W	1 1/2			
7	1			"	"	"			
8	1			"	"	"			
9	1			"	"	"			
10	2			"	"	"			
11	2			"	"	"			
12	2			"	"	"			
1	4			S.W	W.S.W	1 1/2			
2	4			"	"	"			
3	5			S.W	W.S.W	1 1/2			
4	5			"	"	"			
5	3			W.S.W	W.S.W	0			
6	3			"	"	"			
7	3			"	"	"			
8	3			"	"	"			
9	5			"	"	"			
10	5			S.W	W.S.W	1 1/2			
11	5			"	"	"			
12	5			"	"	"			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

1	H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks, 26	day of Aug	19
1	5			S.W	W.S.W	0			
2	5			"	"	"			
3	4			"	"	"			
4	4			"	"	"			
5	6			S.W	W.S.W	1 1/2			
6	6			"	"	"			
7	7			"	"	"			
8	7			"	"	"			
9	7			"	"	"			
10	7			"	"	"			
11	7			"	"	"			
12	6			"	"	"			
1	5			"	"	"			
2	5			S.W	W.S.W	1 1/2			
3	5			"	"	"			
4	5			"	"	"			
5	5			"	"	"			
6	5			"	"	"			
7	4			"	"	"			
8	4			"	"	"			
9	4			S.W	W.S.W	1 1/2			
10	4			"	"	"			
11	4			"	"	"			
12	4			"	"	"			

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 27	day of Aug 1929
1	5		S by N	N to E	0	Pm	
2	5		S by N	E to N	"	This day began	
3	5		"	"	"	fine with light breeze	
4	6		"	"	"	& smooth sea	
62	5		"	"	"		
6	6		S by N	E by N	"		
7	6		"	"	"		
79	5		"	"	"		
8	5		"	"	"		
9	5		"	"	"		
10	5		"	"	"	Crew employed at	
11	5		"	"	"	stitch work	
92	4		"	"	"		
1	5		"	"	"		
2	5		"	"	"		
3	5		"	"	"		
4	4		"	"	"	at 11 am Frenchman	
5	4		"	"	"	light bore by compass	
6	5		"	"	"	was still about 10 miles	
7	5		"	"	"	Day ends fine with	
8	5		"	"	"	moderate breeze &	
9	8		S by N	N to E	"	smooth sea	
44	5		S by N	N to E	"		
10	5		"	"	"	Pumps light look and	
11	5		"	"	"	& light Careful attended to	
12	5		"	"	"		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 28	day of Aug 1929
1	6		S by N	N to E	0	Pm	
2	6		"	"	"	This day began fine	
3			"	"	"	with moderate breeze	
4			"	"	"	at 230 pm filed	
5			"	"	"	Came on board at 330 pm	
6			"	"	"	Came to anchor at 400 yds	
7			"	"	"	Port with 30 fathoms of chain	
8			"	"	"	hoisted all sail	
9			"	"	"		
10			"	"	"		
11			"	"	"	at 645 pm	
12			"	"	"	Trig head came along side	
1			"	"	"	took vessel to Jacksonville	
2			"	"	"	at 10 pm came to anchor in	
3			"	"	"	Jacksonville with 30 fathoms	
4			"	"	"	of chain	
5			"	"	"	so to hear end of sea	
6			"	"	"	the 29 day of Aug 1929	
7			"	"	"		
8			"	"	"		
9			"	"	"	Jacksonville Aug 29/29	
10			"	"	"	This day was fine throughout with light	
11			"	"	"	breeze north to N to E at 7 am Trig head came	
12			"	"	"	along side docked vessel at 9 am was checked	
			"	"	"	Crew employed taking and putting and	
			"	"	"	getting vessel ready for loading cargo	
			"	"	"	all other necessaries attended to	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of 19
1						Jacksonville Fla Aug 30/29	
2						This day was fine throughout with light	
3						southerly winds at 7 am stokers began	
4						loading cargo crew employed sail making	
5						all other necessaries attended to	
6							
7						Jacksonville Aug 31 st /29	
8						This day was fine throughout with light	
9						breeze S by E stokers employed	
10						loading cargo all day crew employed	
11						at vessel work all other necessaries	
12						attended to	
1							
2						Jacksonville Sept 1 st /29	
3						This day was rainy in till 3 pm cleared	
4						off fine with light breeze on E crew at	
5						labour & loaded no cargo to day all other	
6						necessaries attended to	
7							
8						Jacksonville Sept 2 nd /29	
9						This day was rainy throughout with	
10						light breeze on E crew at labour	
11						all necessaries attended to & loaded	
12						no cargo to day	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of 19
1						Jacksonville Sept 3/29	
2						This day was fine throughout with light	
3						breeze on E stokers employed loading cargo	
4						all day forenoon employed on rigging on fore	
5						ward head & put new gunnells in	
6						& one sailor did not show up Fred and	
7						another sailor Teresco did not turn up	
8						all other necessaries attended to	
9							
10						Jacksonville Sept 4 th /29	
11						This day was fine on till 3 pm set	
12						in rain & small breeze S by E	
1						stokers employed loading cargo all day	
2						crew employed putting fresh grub on	
3						boardward head and 2 sailors did not	
4						turn up to day all other necessaries	
5						attended to	
6							
7						Jacksonville Sept 5 th /29	
8						This day was fine throughout with	
9						several light rain & small breeze	
10						southerly stokers employed at	
11						labour crew employed at	
12						boardward head all necessa-	
						& one sailor Fred did not	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 6/29		
2						This day was fine throughout with		
3						several light rain squalls with light		
4						variable winds Stevedores employed		
5						loading Cargo all day Crew employed		
6						setting up rigging & bending tops		
7						& two sailors Fred & Fredrick		
8						and turn the all other necessarys		
9						attended to		
10								
11						Jacksonville Sept 7/29		
12						This day was fine first at 2 pm		
1						ed in rain squally Stevedores employ		
2						ed loading Cargo part of day Crew		
3						employed at vessel work all other		
4						necessarys attended to		
5								
6						Jacksonville Sept 8/29		
7						This day was fine throughout with		
8						light variable winds Crew at leisure		
9						Capt & mate employed making gaffel		
10						tree for main mast head all other		
11						necessarys attended to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 9/29		
2						This day was fine throughout		
3						with light breeze on E Stevedores		
4						employed the rigging up the mast		
5						Cargo took time on board Crew		
6						employed at vessel work & one		
7						sailor Fred & Fredrick all other		
8						necessarys attended to		
9								
10						Jacksonville Sept 10/29		
11						This day was fine throughout		
12						with light breeze on E Stevedores		
1						employed loading Cargo all day Crew		
2						employed putting in parts of taking		
3						Cooling barrel also Caulker began		
4						Caulking parts all other necessarys		
5						attended to		
6								
7						Jacksonville Sept 11/29		
8						This day began fine with		
9						light to moderate breeze on E		
10						Stevedores employed loading Cargo		
11						all day Crew employed at vessel		
12						work all other necessarys attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 12/29		
2						This day was fine throughout with		
3						light breeze on E Stevedores employed		
4						at loading Cargo all day Crew employed		
5						at vessel work all other necessarys		
6						attended to		
7								
8						Jacksonville Sept 13/29		
9						This day was fine until 4:30 pm		
10						in rain squally with light breeze south		
11						Stevedores working Cargo all day Crew employed		
12						at vessel work all other necessarys attended		
1						to		
2								
3						Jacksonville Sept 14/29		
4						This day was fine throughout with		
5						light southwesterly winds Stevedores employed		
6						loading Cargo all day Crew employed at		
7						vessel work all other necessarys attended		
8						to		
9								
10						Jacksonville Sept 15/29		
11						This day was fine throughout with		
12						light breeze S E Crew at leisure all		
						other necessarys attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 16/29		
2						This day was fine throughout with		
3						moderate breeze S E at 7:30 am		
4						started ahead at 9 am Stevedores started		
5						working & work all day at 1 pm finished		
6						under decks & began deck load Crew		
7						employed putting down planks and		
8						other work & one sailor did not work		
9						at day work meant was Fred all other		
10						necessarys attended to		
11								
12						Jacksonville Sept 17/29		
1						This day was fine throughout with		
2						light breeze south to S E Stevedores		
3						working Cargo all day Crew employed		
4						at vessel work all other necessarys		
5						attended to		
6								
7						Jacksonville Sept 18/29		
8						This day was fine throughout with		
9						light breeze north Stevedores finished		
10						discharging Cargo at 5 pm Crew		
11						employed getting vessel ready for sea		
12						all other necessarys attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 19/29		
2						This day was as rainy, just laid fast		
3						thick over cast with fresh breeze on north		
4						n.e. at 9:30 am 2 tugboats came along		
5						side took vessel in street & anchor		
6						crew employed at getting vessel ready for		
7						sea all other necessarys attended to		
8								
9						Jacksonville Sept 20/29		
10						This day was thick over cast throughout		
11						with fresh breeze north crew employed at		
12						vessel work all other necessarys attended to		
1								
2						Jacksonville Sept 21/29		
3						This day was thick over cast throughout		
4						with fresh breeze on n.e. crew employed at		
5						vessel work all other necessarys attended to		
6								
7								
8						Jacksonville Sept 22/29		
9						This day was thick over cast throughout		
10						and with fresh breeze north crew		
11						employed at vessel work all other necessarys		
12						attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 23/29		
2						This day was thick over cast		
3						with light rain & light breeze on north		
4						on e. & l. on e. crew employed at washing paint		
5						all other necessarys attended to		
6								
7						Jacksonville Sept 24/29		
8						This day was fine breeze from 11		
9						am to 2 pm rain & squally with calms		
10						light breeze on e. & l. on e. crew		
11						employed at vessel work all necessarys		
12						attended to		
1								
2						Jacksonville Sept 25/29		
3						This day was fine & rain & squally		
4						with light breeze on e. & l. on e. all		
5						other necessarys attended to		
6								
7						Jacksonville Sept 26/29		
8						This day was rainy throughout with		
9						light variable winds crew employed		
10						at vessel work all other necessarys		
11						attended to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Sept 27/29		
2						This day was fine with moderate		
3						breeze on e. & l. at 11 am tug boat came		
4						along side took vessel to sea at 4 pm piled came		
5						on board at noon Port at 5:30 pm piled up vessel		
6						at 11:45 pm tug boat vessel set all sail & proceeded		
67						to sea to hear bells		
8	1		on e. & l.	14 kts		harbour log began sea		
9	1		"	"		log in same date		
10	2		on e. & l.	"				
11	2		"	"				
12	2		"	"				
1	2		"	"				
2	2		on e. & l.	"		crew employed at		
3	2		"	"		vessel work		
4	2		"	"				
5	3		"	"				
6	3		on e. & l.	"				
7	3		"	"		Day ends fine with		
8	3		"	"		moderate breeze &		
9	3		on e. & l.	"		light sea		
10	4		"	"				
11	4		"	"		Pumps light looked &		
12	4		"	"		lights careful attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	28	day of Sept	19 28
1	4		on e. & l.	on e.	14 kts	pm			
2	4		"	"	"	This day began fine			
3	2		e. & l.	"	"	with moderate breeze			
4	3		"	"	"	at 2 pm Tackled			
5	5		"	"	"	Ship			
6	5		"	"	"	at 6 pm Stowed Spars			
7	3		"	"	"	top & 4 th jip			
8	3		"	"	"				
9	2		e. & l.	light	"	at 2 am lashed ship			
10	2		"	"	"				
11	2		"	"	"	at 6 am lashed ship			
12	2		"	"	"	in forebail & mainbail			
1	2		"	"	"	& jigger at 8 am lashed			
2	2		"	"	"	an anchor old mainbail			
3	2		on e. & l.	light	"	to crew employed			
4	2		"	"	"	Repeating jigger & forebail			
5	2		"	"	"				
6	2		"	"	"				
7	2		"	"	"	Day ends fine with			
8	2		"	"	"	moderate breeze			
9	1		"	"	"	& moderate sea			
10	1		"	"	"				
11	1		"	"	"	Pumps light looked &			
12	2		"	"	"	lights careful attended to			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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47	H.	K.	1/2K.	Courses	Winds	Leeway	Remarks,	29	day of	Sept	1925
	1	1		nl by	land	1st	P.m.				
	2	1		"	"	"	This day began rain				
	3	1		"	"	"	with moderate breeze				
	4	1		"	"	"	& moderate easterly sea				
81	5	3		"	"	"					
	6	3		"	"	"	at 4 p.m. set gaffer &				
	7	4		"	"	"	bare sail & topsails				
	8	4		"	"	"					
	9	4		"	"	"	Crew employed at				
	10	4		"	"	"	sail making				
	11	3		"	"	"					
15	12	2		"	"	"					
	1	2		"	"	"	at 8 am set in rain				
	2	2		"	"	"					
	3	2		"	"	"	at 10 45 am blowed				
19	4	2		"	"	"	old mainsail away				
	5	3		nl by	l by	"					
	6	3		"	"	"					
	7	4		"	"	"	Day ends rainy & squally				
24	8	4		"	"	"	with moderate breeze				
	9	4		l by	l by	"					
	10	4		"	"	"					
	11	4		"	"	"	Pumps light looked				
	12	3		"	"	"	& lights carefully attended				

49	Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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	H.	K.	1/2K.	Courses	Winds	Leeway	Remarks,	30	day of	Sept	1925
	1	2		l by	l by	1st	P.m.				
	2	2		"	"	"	This day began				
	3	2		"	"	"	rainy with light breeze				
57	4	2		"	"	"					
	5	1		nl by	l by	1st					
	6	2		"	"	"					
	7	2		"	"	"					
69	8	2		"	"	"					
	9	3		nl by	l by	"	Crew employed Repair				
	10	4		"	"	"	ing main sail &				
	11	4		"	"	"	Gaffer between main				
69	12	4		l by	l by	"	Squally				
	1	4		"	"	"					
	2	4		"	"	"					
	3	5		"	"	"					
	4	4		"	"	"					
	5	5		"	"	"					
	6	5		"	"	"	Day ends rain squally				
	7	6		"	"	"	with fresh breeze &				
	8	6		"	"	"	rub sea				
	9	6		"	"	"					
	10	6		nl by	l by	"	Pumps light looked				
	11	5		"	"	"	& lights carefully attended				
44	12	5		"	"	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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	H.	K.	1/2K.	Courses	Winds	Leeway	Remarks,	Oct	day of	1st	1925
	1	6		l by	l by	1st	P.m.				
	2	6		"	"	"	This day began fine				
	3	6		"	"	"	with fresh breeze				
	4	6		"	"	"	& rub sea				
	5	6		"	"	"					
81	6	7		"	"	"	at 4 p.m. was apprised				
	7	7		"	"	"	of trying Pan light				
96	8	8		"	"	"	ship dist 2 miles				
	9	7		"	"	"					
	10	7		"	"	"	at 4 p.m. bend mainsail				
	11	6		"	"	"					
23	12	7		"	"	"	at 11 45 p.m. taken				
	1	8		"	"	"	main sail down				
	2	8		"	"	"					
	3	8		"	"	"	at 8 am lost mainsail				
	4	8		"	"	"					
	5	8		"	"	"	at 10 am took in all sail				
	6	8		"	"	"	and Reel'd up & set it				
	7	7		"	"	"	at 11 am was apprised of				
	8	7		"	"	"	Demond that light vessel				
93	9	7		"	"	"	Day ends thick & cold				
	10	7		"	"	"	strong breeze & rub sea				
	11	8		"	"	"	all other vessels attended				
	12	4		nl by	l by	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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	H.	K.	1/2K.	Courses	Winds	Leeway	Remarks,	Oct	day of	2nd	1925
	1	5		nl by	l by	1st	P.m.				
	2	5		"	"	"	This day began thick				
	3	5		"	"	"	with cold with strong				
	4	5		"	"	"	breeze & rub l by sea				
	5	6		"	"	"					
44	6	6		"	"	"	at 4 p.m. set bare sail main				
	7	6		"	"	"	sail & whole rigging				
	8	6		"	"	"					
52	9	6		"	"	"					
	10	6		"	"	"	Crew employed at Repair				
	11	7		"	"	"	ing sails				
	12	6		"	"	"					
77	1	5		"	"	"					
	2	5		"	"	"					
	3	4		"	"	"	Day ends fine with fresh				
	4	4		"	"	"	breeze & rub sea				
85	5	5		"	"	"					
	6	5		"	"	"					
	7	6		"	"	"	at 8 am set 3 topsails				
	8	6		nl by	l by	"					
	9	5		"	"	"					
	10	5		"	"	"	Pumps light looked				
	11	5		"	"	"	& lights carefully attended				
	12	5		"	"	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Jacksonville Fla towards Portland main

57	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	3	day of Oct	1928
	1	6		on E	on NW 1st		Pm			
	2	6		"	"	"	This day began fine			
	3	7		"	"	"	with fresh breeze & Rub			
	4	6		"	"	"	sea			
70	5	5		on E	on NW 1st					
	6	5		"	"	"				
	7	4		"	"	"				
77	8	3		"	W 1st	"				
	9	5		"	W 1st	"				
	10	6		"	"	"	Crew employed Repair			
	11	6		"	"	"	ing Spanner			
81	12	5		"	"	"				
	1	6		"	"	"				
	2	6		"	"	"				
	3	5		"	"	"				
17	4	5		"	"	"	Day ends thick calm cold			
	5	2		"	on NW	"	with light breeze			
	6	2		"	"	"				
	7	2		"	"	"				
	8	2		"	"	"				
	9	2		by on	on NW	"	Pumps light looked			
	10	2		"	"	"	& lighty Careful			
	11	2		"	"	"	attended to			
	12	2		"	"	"				

Journal from Jacksonville towards Portland

71	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	5	day of Oct	1928
	1	6		on E	W 1st		Pm			
	2	5		"	"	"	This day began fine			
	3	5		"	"	"	with moderate breeze			
	4	5		"	"	"	& smooth sea			
	5	5		"	W 1st	"	at 3 pm was			
06	6	5		"	"	"	gagger			
	7	4		"	"	"				
	8	5		"	"	"	at 8 pm was appressed			
9	9	6		"	"	"	of Montook Point Light			
	10	3		St. Light	"	"				
	11	4		"	"	"	Crew employed ad steel			
46	12	4		"	"	"	work			
	1	4		on E	"	"				
	2	4		"	"	"	at 6 am was appressed			
	3	5		"	"	"	of New York Sound Light			
44	4	5		"	"	"	with			
	5	5		"	"	"	at 8 am was appressed			
	6	5		"	"	"	of Tappan Cove			
	7	5		"	"	"				
	8	5		"	"	"	Day ends fine with			
	9	6		"	"	"	moderate breeze			
	10	5		"	"	"				
	11	5		"	W 1st	"	Pumps light looked and			
	12	5		"	"	"	lights attended to			

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	4	day of Oct	1928
	1	4		on E	on NW 1st		Pm			
	2	4		"	"	"	This day began thick			
	3	5		"	"	"	over cold with light			
	4	5		"	"	"	breeze & smooth sea			
65	5	7		"	"	"				
	6	7		"	"	"	at 3 pm led Spanner			
	7	6		"	"	"	& Spanner top and Gagger			
67	8	7		"	"	"	Tappan and 9th			
	9	6		"	"	"	4th ship fore			
	10	6		"	"	"				
	11	6		"	"	"				
4	12	6		"	"	"				
	1	6		"	"	"				
	2	6		"	"	"	Crew employed sail			
	3	5		"	"	"	making			
26	4	5		"	"	"				
	5	5		"	"	"	Day ends fine with			
	6	5		"	"	"	moderate breeze			
	7	5		"	"	"				
	8	6		"	"	"				
	9	7		"	"	"	Pumps light looked			
	10	7		"	"	"	& lighty Careful			
	11	8		on NW	"	"	attended to			
	12	8		"	"	"				

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	6	day of Oct	1928
	1				W 1st		Pm			
	2				"	"	This day was fine			
	3				"	"	with moderate breeze			
	4				"	"				
	5			5 on light	W 1st	"	at 3 pm was appressed			
18	6			"	"	"	of Great Round Shoal			
	7	6		"	"	"	light vessel			
	8	7		on E	"	"				
31	9	6		on light	"	"				
	10	6		"	"	"				
	11	5		"	"	"	Crew employed ad steel			
58	12	5		"	"	"	work			
	1	7		"	"	"				
	2	7		"	"	"				
	3	8		"	"	"	Day ends with light			
58	4	8		"	"	"	rain			
	5	8		"	"	"				
	6	8		"	"	"				
	7	8		"	"	"				
	8	8		"	"	"	Pumps light looked			
	9	7		"	"	"	& lighty Careful			
	10	6		"	"	"	attended to			
	11	5		"	"	"				
	12	4		"	"	"				

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	7	day of	Oct	19
1				wind		Pm				
2				winner		This day began with				
3				winner		light rain				
4										
5						at 2 pm came to anchor				
6						with side of Portland				
7						head				
8						at 3 pm 2nd under				
9						way again				
10						at 6 pm came				
11						to anchor in Portland				
12						with 30 fathoms of chain				
1						burled all sail				
2						heer land sea log				
3						to began Harbor				
4						log on the 8 day				
5						of Oct 1929				
6										
7						Portland Oct 8/29				
8						This day was fine throughout with				
9						light breeze on crew employed getting				
10						vessel ready for discharging cargo				
11						all other necessaries attended to				
12										

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Portland Oct 9/29		
2						This day was fine throughout with		
3						moderate breeze on at 12 15 noon tug boat		
4						Came along side docked vessel at Central		
5						Wharf at 3 pm was docked paid off crew		
6						all other necessaries attended to		
7								
8						Portland Oct 10/29		
9						This day was fine throughout with		
10						moderate breeze on all other necessaries		
11						attended to & discharged no cargo		
12								
1						Portland Oct 11/29		
2						This day was fine throughout with		
3						moderate winds at 10 am started to begin		
4						gear for discharging cargo about 11 20 began discharging		
5						cargo and worked to end of day all other necessaries		
6						attended to		
7								
8						Portland Oct 12/29		
9						This day was fine throughout with		
10						light breeze on started employed disch		
11						arging cargo from 8 am to 12 noon all other		
12						necessaries attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Portland Oct 13/29		
2						This day was with light rain first with		
3						light breeze on at 10 am cleared off fine with		
4						light to moderate breeze on all		
5						necessaries attended to discharged no cargo to day		
6								
7						Portland Oct 14/29		
8						This day was fine throughout with light		
9						breeze on started employed discharging cargo		
10						all day all other necessaries attended to		
11								
12						Portland Oct 15/29		
1						This day was fine throughout with light breeze		
2						on started employed discharging cargo all day		
3						all other necessaries attended to		
4								
5						Portland Oct 16/29		
6						This day was fine throughout with light		
7						breeze on started employed discharging cargo		
8						all day all other necessaries attended to		
9								
10						Portland Oct 17/29		
11						This day was rainy first with moderate		
12						breeze on at 9 am cleared off fine with		
						moderate breeze on started employed		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						working cargo from 8 15 am to 5 pm all other		
2						necessaries attended to		
3						Portland Oct 18/29		
4						This day was fine throughout with moderate breeze		
5						on started employed discharging cargo all day all		
6						other necessaries attended to		
7								
8						Portland Oct 19/29		
9						This day was fine throughout with light		
10						Westerly winds started employed discharging		
11						cargo from 8 am to 12 noon all		
12						other necessaries attended to		
1						Portland Oct 20/29		
2						This day was fine throughout with		
3						light air westerly discharged no cargo to		
4						day all other necessaries attended to		
5								
6								
7						Portland Oct 21/29		
8						This day was fine throughout with		
9						light westerly winds started employed		
10						discharging cargo all day at 8 am shipped		
11						some barrels to help to put fuel		
12						gas in main mast head and other		
						necessaries attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Portland Oct 22 nd /29		
2						This day was fine throughout with		
3						moderate breeze in E. Stevedores employed discharging		
4						ing Cargo all day. Cook employed working in		
5						main mast head all other necessaries attended to		
6								
7								
8						Portland Oct 23/29		
9						This day was rainy in till 11 Am		
10						then light in thick with breeze		
11						light breeze S. E. to South		
12						stevedores working Cargo from 1 P.M. to		
1						5 P.M. all other necessaries attended to		
2								
3								
4						Portland Oct 24/29		
5						This day was fine throughout with		
6						light breeze West. Stevedores employed working		
7						Cargo all day. Hoisted & water employed finishing		
8						up putting gaffel poles in main mast head		
9						all other necessaries attended to		
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Portland Oct 25/29		
2						This day was fine throughout with		
3						light westerly winds. Stevedores employed working		
4						Cargo all day all other necessaries attended to		
5								
6						Portland Oct 26/29		
7						This day was fine throughout with		
8						light westerly winds. Stevedores working		
9						Cargo from 8 A.M. to 12 noon all		
10						other necessaries attended to & Paid		
11						one sailor off		
12								
1						Portland Oct 27/29		
2						This day was fine throughout		
3						with light breeze S. W. discharged		
4						no Cargo all day all other necessaries		
5						attended to		
6								
7						Portland Oct 28/29		
8						This day was fine throughout		
9						with moderate breeze north. Stevedores working		
10						Cargo all day all other necessaries attended		
11						to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Portland Oct 29/29		
2						This day was fine throughout with		
3						light breeze northerly but hard		
4						on E. Stevedores discharging Cargo all day		
5						all other necessaries attended to		
6								
7						Portland Oct 30/29		
8						This day was fine throughout with		
9						light air sun Stevedores working Cargo all day		
10						all other necessaries attended to		
11								
12						Portland Oct 31 st /29		
1						This day was thick with Cargo throughout		
2						with light air sun Stevedores employed		
3						discharging Cargo all day all other necessaries		
4						attended to		
5								
6						Portland Nov 1 st /29		
7						This day was rainy from 8:30		
8						on stopped raining was thick with Cargo all day		
9						with light air southerly Stevedores working		
10						Cargo from 8:30 A.M. to 5 P.M. all other		
11						necessaries attended to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Portland Nov 2 nd /29		
2						This day was fine throughout with		
3						light breeze S. W. Stevedores working Cargo from		
4						8 A.M. to 12 noon Paid off Cook all other		
5						necessaries attended to		
6								
7						Portland Nov 3 rd /29		
8						This day was rainy in till 3 P.M. was		
9						when remainder of day with light S. E. winds		
10						all necessaries attended to		
11								
12						Portland Nov 4 th /29		
1						This day was thick with Cargo throughout		
2						with light air easterly Stevedores working Cargo all		
3						day all other necessaries attended to		
4								
5						Portland Nov 5 th /29		
6						This day was fine throughout with		
7						moderate breeze north at 12 noon Stevedores		
8						finished discharging gaffel all other		
9						necessaries attended to		
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Portland Nov 6 th /29			
2						This day was fine throughout with			
3						light southerly winds all other necessaries			
4						attended to			
5									
6						Portland Nov 7 th /29			
7						This day was fine throughout with			
8						light breeze on & D varied all necessaries			
9						attended to			
10									
11						Portland Nov 8 th /29			
12						This day was fine throughout with			
1						light easterly winds all necessaries attended			
2						to			
3									
4						Portland Nov 9 th /29			
5						This day was fine throughout with			
6						moderate breeze on & D & all			
7						necessaries attended to			
8									
9						Portland Nov 10 th /29			
10						This day was fine throughout with			
11						light breeze southerly bird last part			
12						southerly all other necessaries attended			
						to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Portland Nov 11/29			
2						This day was fine throughout			
3						with light breeze on & D. varied all			
4						other necessaries attended to			
5									
6						Portland Nov 12/29			
7						This day was fine throughout with			
8						light variable winds at 9 am fog boat			
9						came along side took vessel in stream &			
10						anchor all other necessaries attended			
11						to			
12									
1						Portland Nov 13 th /29			
2						This day was fine throughout with light			
3						breeze on & all necessaries attended to			
4									
5									
6						Portland Nov 14/29			
7						This day was rainy bird and			
8						the chum cold with calm to light			
9						air variable all other necessary			
10						attended to			
11									
12						Portland Nov 15/29			
						This day was rainy bird last			
						part fine with light to moderate breeze			
						on & all other necessaries attended			
						to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Portland Nov 16/29			
2						This day was fine throughout with			
3						moderate D breeze on & all necessaries			
4						attended to			
5									
6						Portland Nov 17/29			
7						This day was fine throughout with			
8						calm to light air variable all necessaries			
9						attended to			
10									
11						Portland Nov 18/29			
12						This day was rainy throughout with			
1						fresh breeze last at 6 pm moderated & light			
2						breeze & backed on & D varied all other			
3						necessaries attended to			
4									
5						Portland Nov 19/29			
6						This day was fine throughout with			
7						fresh breeze westerly every thing attended			
8						to			
9									
10						Portland Nov 20/29			
11						This day was fine throughout with			
12						light westerly winds all necessaries			
						attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Portland Nov 21/29			
2						This day was fine throughout with			
3						light breeze westerly all other necessaries			
4						attended to			
5									
6						Portland Nov 22/29			
7						This day was fine throughout with			
8						fresh breeze on all other necessaries attended			
9						to			
10									
11						Portland Nov 23 rd /29			
12						This day was fine throughout			
1						with light breeze on E & S & all			
2						necessaries attended to			
3									
4						Portland Nov 24/29			
5						This day was the colder cold bird			
6						last from ballowing with light snow and			
7						light breeze on & all other necessaries			
8						attended to			
9									
10						Portland Nov 25/29			
11						This day was fine throughout with			
12						moderate breeze on cleared from of			
						deeps and all other necessaries attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of		
1						Portland Nov 26/29			
2						This day was fine throughout with			
3						light to fresh breeze S or all necessary			
4						attended to			
5									
6						Portland Nov 27/29			
7						This day was fine throughout with			
8						moderate breeze S or all necessary			
9						attended to			
10									
11						Portland Nov 28/29			
12						This day was from S. & W. by			
1						more or less throughout with light to			
2						strong breeze S or all necessary attend			
3						ded to			
4									
5						Portland Nov 29/29			
6						This day was fine throughout			
7						with fresh breeze N or all necessary			
8						attended to			
9									
10						Portland Nov 30/29			
11						This day was fine throughout			
12						with light to strong breeze			
						S or all necessary			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
						one necessary attended to			

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of		
1						Portland Dec 1 st /29			
2						This day was fine throughout			
3						with light to fresh breeze north			
4						all necessarys attended to			
5									
6						Portland Dec 2 nd /29			
7						This day was thick & foggy with			
8						light to moderate breeze S or all necessary			
9						attended to			
10									
11						Portland Dec 3 rd /29			
12						This day was fine throughout			
1						with light breeze S or all necessary			
2						attended to			
3						mate employed cleaning snow & decks			
4									
5						Portland Dec 4/29			
6						This day was fine throughout			
7						with moderate breeze S or all necessary			
8						attended to			
9									
10						Portland Dec 5/29			
11						This day was fine throughout with			
12						wind to S or all necessarys			
						attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19		
1						Portland Dec 6 th /26				
2						This day was Cloudy throughout with				
3						light to moderate breeze on & all				
4						necessarrys attended to				
5										
6						Portland Dec 7 th /29				
7						This day was Cloudy throughout				
8						with moderate to fresh breeze north				
9						& on & all necessarrys attended to				
10										
11						Portland Dec 8 1929				
12						This day was from S. & W. by				
1						or less throughout the day with fresh to				
2						moderate breeze north to N.E. all				
3						necessarrys attended to				
4										
5						Portland Dec 9/29				
6						This day was fine throughout with				
7						light to fresh breeze S. & W. all				
8						necessarrys attended to				
9										
10						Portland Dec 10/29				
11						This day was Cloudy but last part				
12						with light breeze from Calms & light				
						breeze on & all other necessarrys attended				
n.	Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

1H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Portland Dec 11 th /29			
2						This day was fine throughout with			
3						fresh breeze north all necessary attended			
4						to			
5						Portland Dec 12 th /29			
6						This day was fine throughout with			
7						light air variable to Calm all			
8						necessary attended to			
9									
10						Portland Dec 13/29			
11						This day was was squally & rainy			
12						throughout with light breeze N or			
1						at 6 pm crew of 6 sailors and a			
2						Cook came on board all other			
3						necessary attended to			
4									
5						Portland Dec 14/29			
6						This day was fine throughout			
7						with light westerly wind at 12 noon			
8						Engineer came on board all			
9						other necessary attended to			
10									
11									
12									
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of		
1						Portland main Dec 15/28	19		
2						This day was fine throughout			
3						with light breeze southerly but light			
4						and used up fresh breeze here and			
5						lost all necessarys attended to			
6									
7						Portland main Dec 16/28			
8						This day was fine throughout			
9						with moderate to light breeze in E			
10						and used up fresh breeze here and			
11						breeze crew employed bending, ligger			
12						& taking Coal on board all other			
1						necessarys attended to			
2									
3						Portland Dec 17/28			
4						This day was fine throughout			
5						with light & moderate breeze in E			
6						crew employed taking stars on			
7						board and sails all other necessarys			
8						attended to			
9									
10						Portland Dec 18/28			
11						This day was cloudy with light			
12						rain mist though the day & with			
						moderate breeze in E crew employed			
						Cleaning off decks all other necessarys			
						attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of		
1						Portland Dec 18/28	19		
2						This day was cloudy & light rain			
3						throughout the day with moderate breeze			
4						and crew employed cleaning ice of			
5						decks & bent foremast sail all other			
6						necessaries attended to			
7									
8						Portland Dec 20/28			
9						This day was fine throughout with			
10						moderate breeze in E at 6 pm backed in			
11						and used up fresh breeze here and			
12						bending speaker and cleaning ice of decks			
1						all other necessities attended to			
2									
3						Portland Dec 21/28			
4						This day fine throughout with			
5						fresh breeze in E at 7 pm wind hailed in			
6						crew employed trying sails all necessities			
7						attended to			
8									
9						Portland Dec 22/28			
10						This day began fine with light			
11						breeze in E at 9 am got under			
12						way under whole sail and proceeded			
						to sea at 11:30 am was appressed			
						light this ship 2 miles			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	22	day of	Dec	19	28
1	9		S by E	in NW	$\frac{1}{2}$ hd	Heard by harbour					
2	8		"	"	"	Log began sea					
3	9		"	"	"	Log in same Date					
4	8		"	"	"	at 12 noon					
5	8		"	"	"						
6	7		"	"	"						
7	4		Sand	in NW	0						
8	6		"	"	"	Crew employed at ship					
9	7		S by E	in NW	"	duty					
10	7		"	"	"						
11	7		"	"	"						
12	7		"	in NW	"						
1	7		"	"	"						
2	7		"	"	"						
3	7		Sand	in E	"	Day ends cloudy & snow					
4	8		"	"	"	Small with fresh					
5	8		"	"	"	breeze					
6	8		"	"	"						
7	8		"	"	"						
8	8		"	"	"	Pumps light looked &					
9	9		"	S by E	"	lighty careful attended					
10	9		"	"	"						
11	9		"	"	"						
12	9		"	"	"						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	23	day of	Dec	19	28
1	10		sw	W	0	P.m.					
2	10		"	"	"						
3	10		W.S.	W	"						
4	10		"	"	"						
5	9		"	"	"						
6	10		"	"	"						
7	8		"	"	"						
8	8		"	"	"						
9	6		"	"	"						
10	4		"	"	"						
11	3		"	"	"						
12	4		sw	W	1/2						
1	3		W	W	"						
2	4		"	"	"						
3	4		W	W	"						
4	4		"	"	"						
5	4		"	"	"						
6	4		"	"	"						
7	4		"	"	"						
8	3		"	"	"						
9	4		"	"	"						
10	4		"	"	"						
11	2		"	"	"						
12	9		W	"	"						
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.		

Journal from *Portland main* towards *Jacksonville*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 24 day of Dec 19
1	4		sw	mod	2 nd	Pm
2	4		"	"	"	This day began
3	4		"	"	"	cloudy with fresh
4	4		"	"	"	breeze & ruf sea
5	5		sw by w	mod	"	
6	4		"	"	"	
7	5		"	"	"	at 1230 pm set
8	4		"	"	"	main sail at 6 am
9	3		"	"	"	set fore sail at 9
10	3		"	"	"	am - set flying jib
11	3		"	"	"	and snapper topsail
12	3		"	"	"	
1	3		"	"	"	Crew employed
2	2		"	"	"	at vessel work
3	2		"	"	"	
4	2		"	"	"	
5	3		sw	mod	"	
6	3		"	"	"	Day ends cloudy
7	3		"	"	"	with light breeze
8	3		"	"	"	and smooth sea
9	3		sw by w	mod	"	Pumps light lookout
10	3		"	"	"	& lighty careful
11	2		"	"	"	attended to
12	2		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 25 day of Dec 19
1	3		sw by w	mod	1 st	Pm
2	3		"	"	"	This day began cloudy
3	2		"	"	"	with light breeze
4	2		"	"	"	& smooth sea
5	2		"	"	"	
6	2		"	"	"	
7	4		sw by w	mod	2 nd	
8	4		"	"	"	
9	4		"	"	"	Crew employed at
10	5		"	"	"	working ship
11	5		"	"	"	
12	5		"	"	"	
1	7		"	"	"	
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	
5	8		sw by w	mod	1 st	Day ends fine with
6	8		"	"	"	smooth sea
7	8		"	"	"	
8	8		"	"	"	
9	7		"	"	"	
10	7		"	"	"	Pumps light lookout
11	7		"	"	"	& lighty careful
12	7		sw	mod	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland main* towards *Jacksonville*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 26 day of Dec 19
1	5		sw by w	1 st	Pm	
2	4		"	"	"	This day began fine
3	4		"	"	"	with moderate breeze
4	4		"	"	"	& smooth sea
5	2		sw	"	"	
6	2		sw	"	"	
7	4		sw by w	mod	"	
8	5		"	"	"	Crew employed at vessel
9	4		"	"	"	work
10	4		"	"	"	
11	5		"	"	"	
12	5		"	"	"	
1	5		"	"	"	
2	6		sw	sw	2 nd	
3	7		"	"	"	
4	7		"	"	"	Day ends fine with moder
5	5		"	"	"	ate breeze
6	6		"	"	"	
7	6		sw	"	"	
8	6		"	"	"	
9	5		"	"	"	Pumps light lookout
10	5		"	"	"	& lighty careful
11	5		"	"	"	attended to
12	4		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 27 day of Dec 19
1	5		sw by w	sw	2 nd	Pm
2	4		"	"	"	This day began fine
3	4		"	"	"	with light breeze
4	4		sw by w	sw by w	"	
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	Crew employed at vessel
9	5		"	"	"	work
10	4		"	"	"	
11	4		sw by w	sw by w	"	
12	3		"	"	"	
1	4		"	"	"	
2	3		"	"	"	
3	3		"	"	"	Day ends fine with
4	3		"	"	"	light breeze
5	5		sw by w	sw by w	"	
6	4		"	"	"	
7	3		sw	sw	"	
8	3		"	"	"	
9	3		"	"	"	Pumps light lookout
10	3		"	"	"	& lighty careful
11	3		"	"	"	attended to
12	3		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland* towards *Jacksonville*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 28 day of Dec 19
1	3		W. by N.	SW	3 rd	Pm
2	3		"	"	"	this day began
3	2		SE	"	"	with moderate
4	1		"	"	"	breeze SW
5	1		SE by S	"	"	
6	1		"	"	"	
7	1		"	"	"	
8	1		"	"	"	
9	0		0	Cal	"	Crew employed at
10	0		"	"	"	ships duty
11	0		"	"	"	
12	0		"	"	"	
1	0		"	"	"	at 9 am was apprehended
2	0		"	"	"	of French Island
3	0		"	"	"	light abt 1000 about
4	0		"	"	"	7 miles
5	0		"	"	"	
6	0		"	"	"	
7	0		"	"	"	Day ends cloudy with
8	0		"	"	"	fresh breeze
9	3		SW by S	W. by N.	1 st	
10	6		SW	W. by N.	$\frac{1}{2}$ 2 nd	
11	8		"	"	"	Pumps light lookout
12	8		"	"	"	& light careful atten

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 29 day of Dec 19
1	10		SW by N.	W. by N.	4 th	Pm
2	11		"	"	"	this day began fine
3	11		"	"	"	with fresh breeze &
4	11		"	"	"	smoke sea
5	11		"	"	"	
6	10		"	"	"	
7	10		"	"	"	
8	10		"	"	"	Crew employed at
9	10		"	"	"	ships work
10	9		"	"	"	
11	9		"	"	"	
12	10		"	"	"	
1	6		"	"	"	at 5 am was apprehended
2	6		"	"	"	of French Island
3	6		"	"	"	light
4	6		SW by N.	W. by N.	1 st	
5	6		"	"	"	at 1030 am came to anchor
6	5		"	"	"	with 45 fathoms & chain
7	5		"	"	"	lowered all sail
8	5		SW by N.	W. by N.	2 nd	Day ends fine with fresh
9	4		"	"	"	breeze & smoke sea
10	4		"	"	"	
11			"	"	"	Pumps light lookout
12			"	"	"	& light careful attended

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland Main* towards *Jacksonville*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 30 day of Dec 19 29
1			"	W. by N.		Pm
2			"	"		this day began fine
3			"	"		with fresh breeze & smoke
4			"	SW		sea
5			"	"		
6			"	"		at noon in bend old
7			"	"		gigger & bend over
8			"	"		
9			"	"		
10			"	"		
11			"	"		
12			"	"		Crew employed at vessel
1			"	"		work
2			"	"		
3			"	"		
4			"	"		
5			"	"		
6			"	"		Day ends fine with
7			"	"		fresh breeze
8			"	"		
9			"	"		
10			"	"		
11			"	"		Pumps light lookout
12			"	"		& light careful attended

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 31 day of Dec 19 29
1			"	SW		Pm
2			"	"		this day began fine
3			"	"		with fresh breeze &
4			"	"		smoke sea
5			"	"		
6			"	"		
7			"	"		
8			"	"		
9			"	Cal		Crew employed at
10			"	"		ships work
11			"	"		
12			"	"		
1			"	"		
2			"	"		
3			"	"		
4			"	"		
5			"	SW		Day ends fine with
6			"	"		fresh breeze &
7			"	"		
8			"	"		
9			"	"		
10			"	"		Pumps light lookout
11			"	"		& light careful attended
12			"	"		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland main* towards *Jacksonville Fla*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>1st</i> day of Jan 1930
1				sw		Pm
2				"		This day began fine
3				"		with light breeze
4				"		
5				"		
6				"		
7				"		
8				"		
9				"		Crew employed at
10				"		Wash work
11				"		
12				"		
1				"		
2				"		
3				"		
4				"		Day ends fine with
5				"		light air
6				"		
7				"		
8				"		
9				ssw		Pumps light lookout
10				"		+ lighty careful atten
11				"		ded to
12				"		

Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>2nd</i> day of Jan 1930
1				sw		Pm
2				"		This day began
3				"		fine with light breeze
4				"		ssw
5				"		
6				"		
7				"		
8				"		at 6 pm set in
9				"		rain squally
10				"		
11				"		
12				"		
1				"		
2				"		Day ends rainy with
3				sw		moderate breeze
4				"		
5				"		
6				"		
7				"		
8				"		
9				"		Pumps light lookout
10				"		+ lighty careful
11				"		attended to
12				"		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland main* towards *Jacksonville Fla*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>3rd</i> day of Jan 1930
1						Pm
2						This day began rainy
3						with fresh breeze
4						
5						at 5 pm wind hauled
6	2		sw by e on e		0	on e with moderate
7	4		sw by e more		"	fresh breeze and under
8	4		"		"	woof under fore main
9	5		sw by e more		"	mignon & jib & 3 jibs
10	7		sw by e more		"	+ propped along
11	7		"		"	at 8 pm chipped
12	8		"	minor	"	led sparker & 4 topsails
1	10		"	"	1/2	at 9:10 pm was
2	11		"	"	"	appressed of Diamond
3	10		W by N	"	"	thral light ship
4	10		"	"	"	
5	10		sw by e more		"	at 5 am was appressed
6	10		"	"	"	of look and held ship
7	11		"	"	"	
8	10		"	"	"	Crew employed washing paint
9	8		"	minor	0	
10	8		"	"	"	Day ends fine with fresh
11	8		"	"	"	breeze & fine sea
12	8		"	"	"	Pumps light lookout &
						lighty attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>4th</i> day of Jan 1930
1	8		sw by e more		0	Pm
2	8		"	"	"	This day began fine
3	7		"	"	"	with fresh breeze &
4	7		"	more	"	fine sea
5	8		"	"	"	
6	8		"	"	"	at 1 pm was appressed of
7	7		"	"	"	Triumph light vessel
8	7		sw by e more		"	
9	6		W by N on e		"	at 4 am was appressed
10	6		"	"	"	of Charleston light
11	6		"	"	"	ship & chipped ship
12	6		"	"	"	
1	7		sw by e	"	"	
2	7		"	"	"	Crew employed at ships
3	7		"	"	"	duties
4	7		"	"	"	
5	8		sw by e on e		"	
6	8		"	"	"	Day ends fine with
7	9		"	"	"	fresh breeze
8	9		"	"	"	
9	10		"	"	"	
10	10		"	"	"	Pumps light lookout
11	10		"	"	"	+ lighty careful
12	10		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Portland Maine* towards *Jacksonville Fla*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	5	day of	Jan	1930
1	9		shw m c		0	Pm				
2	9		"	"	"	This day began				
3	9		"	"	"	fine with fresh breeze				
4	8		"	cast	"					
5	8		swlps	cast	"					
6	8		"	sc	"					
7	8		"	"	"					
8	7		swlps	sc	"	Crew employed at vessel				
9	8		"	cast	"	work				
10	8		"	"	"					
11	7		"	"	"					
12	7		"	"	"					
1						at 12 midnight Came				
2						to anchor opposite of				
3						Jacksonville sea				
4						boat lowered all				
5						sail				
6										
7						at 9:45 am tug boat came				
8						along side took vessel				
9						to Jacksonville				
10										
11						Day ends fine with light				
12						breeze north all				
						necessaries attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	6	day of	Jan	1930
1						Pm				
2						This day began				
3						fine with light				
4						breeze north				
5										
6										
7						at 2:14 pm Came				
8						to anchor &				
9						tug boat along side				
10						of docked vessel				
11						at 3:30 was docked				
12						all other necessities				
1						attended to				
2						hear end of sea log				
3						to begin to anchor				
4						log no other 7 day of				
5						January 1930				
6										
7										
8						Jacksonville Jan 7 1930				
9						This day was fine throughout				
10						with light breeze and to crew				
11						employed at vessel work all other				
12						necessaries attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from towards

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Jacksonville Jan 8/30		
2						This day began fine with light		
3						breeze and crew employed at vessel		
4						work all necessities attended to		
5								
6								
7						Jacksonville Jan 9/30		
8						This day was fine throughout with		
9						light breeze easterly at 7 am started		
10						loading cargo crew employed		
11						at vessel work all other necessities		
12						attended to		
1								
2						Jacksonville Jan 10/30		
3						This day was fine throughout with		
4						light breeze north started		
5						working cargo all day crew employed		
6						at vessel work all necessities attended		
7						to		
8								
9						Jacksonville Jan 11/30		
10						This day was cloudy throughout		
11						with light breeze n e started		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						working cargo all day crew		
2						at vessel work all necessities		
3								
4						Jacksonville Jan 12/30		
5						This day was cloudy throughout with		
6						moderate breeze crew at 12:30 noon		
7						started loading vessel		
8						all other necessities attended to		
9								
10						Jacksonville Jan 13/30		
11						This day was fine throughout		
12						with light breeze crew employed		
1						getting vessel ready for sea all		
2						other necessities attended to		
3								
4						Jacksonville Jan 14/30		
5						This day was fine with light		
6						breeze at 10:45 am tug boat		
7						Came along side took vessel to		
8						sea at 3 pm tug left vessel and		
9						by sea & boat to bear end of Harbor		
10						log to begin sea log on		
11						same date		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Jacksonville towards New London

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 14 th day of Jan 1930
1						
2						
3						
4	1		ne	se	$\frac{1}{2}$ hd	ad 2 pm set all
5	1		"	"	"	lamer sail
6	1		"	se	0	
7	1		"	"	"	
8	1		"	"	"	ad 9 pm set all
9	1		"	"	"	light sails
10	2		"	"	"	
11	4		"	"	"	
12	4		"	"	"	
1	4		"	"	"	Crew employed at
2	4		"	"	"	vessel work
3	5		"	"	"	
4	5		"	"	"	
5	5		"	"	"	
6	5		"	"	"	
7	5		"	"	"	Day ends fine with
8	4		"	"	"	light air
9	2		"	"	"	
10	2		"	"	"	
11	2		"	"	"	Pumps light look and
12	2		"	"	"	lighty Careful atten

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 15 th day of Jan 1930
1	3		ne	se	0	Pm
2	3		"	"	"	This day began
3	3		"	"	"	thicker in Card with
4	3		"	"	"	light air & smooth
5	3		se	ne	$\frac{1}{2}$ hd	sea
6	3		"	ne	$\frac{1}{2}$ hd	
7	3		"	"	"	ad 4 pm took
8	4		"	"	"	small stowed sail
9	4		"	"	"	light sails & sparker
10	4		"	"	"	
11	4		"	"	"	at 10 pm set all
12	5		ne	ne	"	sail
1	2		"	"	"	
2	2		"	"	"	Crew employed
3	2		"	"	"	at vessel work
4	4		"	"	"	
5	2		"	"	"	
6	2		ne	ne	"	Day ends fine with
7	2		"	"	"	fresh breeze
8	2		"	"	"	
9	8		"	"	"	
10	8		"	"	"	Pumps light look
11	8		"	"	"	and lighty
12	8		"	"	"	Careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Jacksonville towards New London

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 16 th day of Jan 1930
1	7		ne	se	0	Pm
2	6		"	"	"	This day began fine
3	6		"	"	"	with fresh breeze
4	6		"	"	"	& smooth sea
5	5		"	"	"	
6	4		se	ne	"	at 10 pm tacked ship
7	5		"	"	"	
8	6		"	"	"	
9	5		"	"	"	
10	4		"	"	"	Crew employed at
11	3		ne	ne	"	vessel work
12	3		"	"	"	
1	5		ne	ne	"	at 2 am stowed light
2	5		"	"	"	sail
3	5		"	"	"	at 630 am tacked ship
4	5		"	"	"	
5	6		"	"	"	
6	6		"	"	"	
7	2		se	ne	"	Day ends cloudy with
8	3		"	"	"	fresh breeze
9	3		ne	ne	"	
10	4		"	"	"	Pumps light look and
11	4		"	"	"	lighty Careful
12	4		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 17 th day of Jan 1930
1	3		se	ne	$\frac{1}{2}$ hd	Pm
2	4		"	"	"	This day began
3	3		"	"	"	thicker in Card with
4	3		"	"	"	fresh breeze
5	3		ne	ne	$\frac{1}{2}$ hd	
6	4		"	"	"	ad 4 pm stowed
7	3		ne	ne	"	breesail sparker &
8	2		"	"	"	flying tip
9	2		"	"	"	
10	2		"	"	"	at 1 am chipped ship
11	2		"	"	"	
12	3		"	"	"	from 10 pm to end of
1	2		"	"	"	day was rainy
2	0		ne	ne	"	
3	0		"	"	"	
4	0		"	"	"	
5	0		"	"	"	
6	1		ne	ne	$\frac{1}{2}$ hd	Day ends rainy with
7	2		"	"	"	light breeze
8	3		"	"	"	
9	3		ne	ne	"	
10	2		"	"	"	Pumps light look and
11	2		"	"	"	lighty Careful
12	3		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Jacksonville towards New London

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	18	day of	Jan	1920
1	3		on E by N	mod	1st	P m				
2	3		"	"	"	This day began				
3	2		"	"	"	rainy with light				
4	3		"	"	"	breeze				
5	4		"	"	"					
6	3		"	"	"	at 11 am heaved				
7	3		lost on E by N	"	"	by compass on E by N				
8	3		"	"	"	about 12 miles				
9	3		"	"	"					
10	4		"	"	"					
11	4		"	"	"					
12	4		"	"	"	Crew employed at				
1	4		E by N	mod	"	vessel work				
2	4		"	"	"					
3	4		"	"	"					
4	4		"	"	"					
5	4		lost on E by N	2nd	"					
6	4		"	"	"	Day ends cloudy with				
7	4		"	"	"	fresh breeze				
8	3		"	"	"					
9	3		"	"	"	Pumps light looked				
10	4		E by N	mod	"	& lights carefully attended				
11	3		"	"	"					
12	3		"	"	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	19	day of	Jan	1920
1	5		on E by N	mod	2nd	P m				
2	5		"	"	"	This day began				
3	5		"	"	"	cloudy with fresh breeze				
4	5		"	"	"	& moderate sea				
5	5		"	"	"	at 6 pm work				
6	4		E by N	mod	"	ship				
7	4		"	"	"					
8	3		"	"	"	at 8 pm started flying				
9	4		"	"	"	ship & spanker				
10	4		mod	"	"	at 8 pm tacked ship				
11	4		"	"	"					
12	4		"	"	"	Crew employed at				
1	5		"	"	"	vessel work				
2	5		"	"	"					
3	5		"	"	"	at 10 am tacked again				
4	4		on E by N	mod	"					
5	1		mod	"	"					
6	1		"	"	"	Day ends cloudy				
7	2		"	"	"	with light breeze				
8	1		"	"	"					
9	2		E by N	mod	"					
10	2		"	"	"	Pumps light looked				
11	2		"	"	"	& lights carefully attended				
12	2		mod	mod	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Jacksonville towards New London

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	20	day of	Jan	1920
1	2		mod	mod	1st	P m				
2	2		"	"	"	This day began cloudy				
3	2		"	"	"	with light breeze				
4	2		"	"	"					
5	1		"	"	"	at 430 pm came to anchor				
6			"	"	"	under Cape Fear light house				
7			"	"	"	did about 2 miles with				
8			"	"	"	45 both ends of chain berled				
9			"	"	"	all sail				
10			"	"	"	at 5 pm set in				
11			"	"	"	rainy				
12			"	"	"	Crew employed at ships				
1			"	"	"	duty				
2			"	"	"	at 6 am set in thick				
3			"	"	"	with fog				
4			"	"	"	at 9 am got under				
5			"	"	"	way under lower sail				
6			"	"	"					
7			"	"	"	Day of fog thick with fog				
8			"	"	"	& light air on				
9	0		"	"	"					
10	0		"	"	"					
11	0		"	"	"	Pumps light looked &				
12	0		mod	mod	0	lights carefully attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	21	day of	Jan	1920
1	0		0	Cal	"	P m				
2	0		"	"	"	This day began thick				
3	0		"	"	"	with fog & Cal				
4	0		"	"	"	at 2 pm cleared				
5	0		"	"	"	off				
6	0		"	"	"					
7	0		"	"	"					
8	0		"	"	"					
9	0		"	"	"	Crew employed at vessel				
10	0		"	"	"	work				
11	0		"	"	"					
12	0		"	"	"					
1	2		E by N	mod	1st	at 11 am was oppressed				
2	2		"	"	"	by fog Pan light vessel				
3	2		"	"	"	did 1/2 mile				
4	2		"	"	"					
5	1		"	"	"					
6	1		"	"	"	Day ends fine with				
7	1		"	"	"	light air to Cal				
8	1		"	"	"					
9	1		E by N	mod	2nd					
10	2		"	"	"	Pumps light looked				
11	2		"	"	"	& lights carefully				
12	2		mod	mod	"	attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Jacksonville* towards *New Spender*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 22 day of Jan 1930
1	1		l h m	sw	0	P m
2	3		"	"	"	This day began fine
3	4		"	"	"	with calm
4	4		"	"	"	
5	4		"	W br	"	
6	4		"	"	"	at 11 p m set in with light
7	5		no b	W br	"	rain
8	4		"	"	"	Crew employed at
9	5		"	cm r	"	ships duty
10	4		"	"	"	
11	1		l n e	no b	1 h d	
12	1		"	"	"	at 8 a m tacked ship &
1	3		l n d	no b	"	stamed light sails
2	3		"	"	"	
3	4		"	"	"	
4	4		"	"	"	
5	5		"	"	"	
6	5		"	"	"	Day ends cloudy with
7	5		"	"	"	moderate breeze
8	5		"	"	"	
9	3		cm r	"	"	
10	3		"	"	"	Pumps light lookand &
11	3		"	"	"	lights Careful attended
12	3		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 23 day of Jan 1930
1	3		l n e	no b	1 h d	P m
2	2		"	"	"	This day began Cloudy
3	2		"	"	"	with light breeze
4	2		cm r	"	"	at 4 p m clipped ship
5	3		W br	cm r	"	at 6 p m clipped
6	3		"	"	"	again
7	3		cm r	"	"	
8	3		l n e	"	"	Crew employed at
9	4		"	"	"	detail work
10	4		"	"	"	
11	4		"	"	"	at 5 30 a m more ship
12	3		l n d	no b	"	
1	3		"	"	"	
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	at 12 noon more ship set
5	3		"	"	"	light sails
6	2		"	"	"	
7	3		cm r	W br	"	Day ends fine with light
8	3		"	"	"	breeze
9	3		"	"	"	
10	2		"	"	"	Pumps light lookand &
11	2		"	"	"	lights Careful
12	2		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Jacksonville* towards *New Spender*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 24 day of Jan 1930
1	3		no b	W br	1 h d	P m
2	3		"	"	"	This day began fine
3	3		"	"	"	with light breeze
4	3		"	"	"	
5	2		W br	W br	"	
6	2		"	"	"	
7	2		"	"	"	
8	2		"	"	"	
9	2		"	"	"	
10	1		"	"	"	Crew employed at
11	5		cm r	"	"	ships duty
12	5		"	"	"	
1	6		no b	W br	"	
2	6		"	"	"	
3	6		"	"	"	
4	6		"	"	"	
5	7		"	"	"	
6	6		"	"	"	Day ends fine with fresh
7	6		"	"	"	breeze & smooth sea
8	6		"	"	"	
9	6		"	"	"	
10	6		"	"	"	Pumps light lookand &
11	5		"	"	"	lights Careful
12	6		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 25 day of Jan 1930
1	5		no b	W br	1 h d	P m
2	5		"	"	"	This day began fine
3	5		"	"	"	with fresh breeze &
4	6		"	"	"	smooth sea
5	7		no b	W br	"	
6	7		"	"	"	
7	7		no b	"	"	at 7 p m stamed
8	7		"	"	"	4 th ship
9	7		"	"	"	
10	6		"	"	"	
11	6		"	"	"	
12	7		no b	W br	"	
1	7		"	"	"	
2	6		"	"	"	
3	6		"	"	"	
4	6		"	"	"	Day ends fine with moderate
5	6		no b	W br	"	breeze
6	6		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	6		no b	W br	"	
10	5		"	"	"	Pumps light lookand &
11	5		"	"	"	lights attended to
12	6		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Jacksonville* towards *New London*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 26 day of Jan 1930
1	3		nor by E	mod	1 1/2	P m
2	3		"	"	"	This day began
3	3		"	"	"	fine with moderate
4	2		"	"	"	breeze
5	2		nor by E	mod	"	
6	2		"	"	"	
7	0		"	"	"	
8	0		"	"	"	
9	0		"	"	"	Crew employed at vessel
10	0		"	"	"	work
11	0		"	"	"	
12	0		"	"	"	
1	3		nor by E	sw	0	
2	3		"	"	"	at 1030 am led in
3	3		"	"	"	rainy
4	4		"	"	"	
5	3		"	"	"	Day ends rainy with
6	3		"	"	"	light breeze & smooth
7	2		"	"	"	sea
8	2		"	"	"	
9	2		"	"	"	
10	2		"	"	"	Pumps light looked &
11	2		"	"	"	lights careful attended
12	3		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 27 day of Jan 1930
1	4		nor by E	sw	0	P m
2	3		nor by E	sw	"	This day began rains
3	3		"	sw	"	with light breeze &
4	3		nor by E	sw	"	smooth sea
5	3		nor by E	sw	"	
6	4		"	"	"	
7	4		"	sw	"	at 3 pm clipped ship
8	3		"	"	"	at 12 midnight clipped
9	3		"	"	"	ship
10	3		nor by E	sw	"	
11	3		"	"	"	
12	2		"	"	"	Crew employed at
1	2		nor by E	sw	"	vessel work
2	2		"	"	"	
3	1		nor by E	mod	1 1/2	
4	1		"	"	"	
5	1		"	"	"	
6	1		"	"	"	Day ends fine with
7	1		nor by E	mod	"	light air
8	1		"	"	"	
9	2		"	"	"	Pumps light looked &
10	2		"	"	"	lights careful
11	1		"	"	"	attended
12	1		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Jacksonville* towards *New London*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 28 day of Jan 1930
1	2		nor by E	mod	0	P m
2	2		"	"	"	This day began
3	1		"	"	"	cloudy with light air
4	1		"	"	"	& smooth sea
5	2		"	sw	"	
6	3		"	"	"	
7	2		"	mod	"	
8	3		"	"	"	
9	5		"	"	"	
10	5		"	"	"	Crew employed at
11	5		"	"	"	vessel work
12	8		"	"	"	
1	7		"	"	"	at 3 am was appressed
2	7		"	"	"	of Phoenix Cack
3	7		"	"	"	light
4	8		nor by E	mod	"	at 630 am was appressed
5						of Montark Point
6						stowed sails & stowed
7						
8						at 810 am was appressed
9						of Block Island at 11 am
10						clipped ship
11						Day ends fine with moderate breeze
12						now all necessaries attended

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 29 day of
1						P m
2				mod		This day began fine with
3				"		moderate breeze now
4				"		
5				"		
6				"		
7				"		at 7 pm was appressed
8				"		of watch bell
9				"		
10				"		at 12 midnight
11				mod		Came to anchor and side
12				"		of New London with 45-
1				"		bathans of chain lowered
2				"		all sail
3				mod		at 9 am fog ahead came along side
4				"		took shelter in New London at
5				"		10 am came to anchor at New London
6				mod		Crew employed hauling sails and
7				"		getting shroud ready for docking
8				"		which this day ends at 12 noon and
9				"		at noon led in having 10 hour lead
10				"		sea fog began to clear fog
11				"		in the 31 day of January
12				"		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						New Spandon Jan 8 th /30			
2						This day was fine throughout with			
3						light breeze westward at 8 am the			
4						boat came along side docked at Pier			
5						Road wharf at 9:30 am was docked Stevedores			
6						started rigging up gear at 1 pm begin			
7						discharging cargo paid off crew all other			
8						necessaries attended to			
9									
10						New Spandon Feb 1 st 1930			
11						This day was cloudy throughout with			
12						light breeze west Stevedores working cargo			
1						from 7:20 am to 4 pm Paid 20 minutes on			
2						count of cargo having stevedores all necessaries			
3						attended to			
4									
5						New Spandon Feb 2 nd 1930			
6						This day was cloudy throughout with			
7						light westerly winds discharged one cargo to day all			
8						other necessaries attended to			
9									
10						New Spandon Feb 3 rd /30			
11						This day was fine throughout with light breeze			
12						west Stevedores working cargo from 7 am to 5 pm all			
						necessaries attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						New Spandon Feb 8 th /30			
2						This day was fine throughout with			
3						light northerly winds Stevedores working Cargo			
4						from 7 am to 4 pm all necessaries attended to			
5									
6						New Spandon Feb 9/30			
7						This day was fine throughout with			
8						light breeze from first load paid off all			
9						necessaries attended to			
10									
11						New Spandon Feb 10/30			
12						This day was fine throughout with fresh			
1						breeze west Stevedores working Cargo from 7 am			
2						to 5 pm all other necessaries attended to			
3									
4						New Spandon Feb 11 ^d /30			
5						This day was fine throughout with light			
6						breeze on in Stevedores working Cargo from 7 am to			
7						5 pm all other necessaries attended to			
8									
9						New Spandon Feb 12 ^d /30			
10						This day was fine throughout with			
11						light breeze Easterly Stevedores working Cargo			
12						from 7 am to 5 pm at 12 noon stepped after			
						gear and unpacked hatch all necessaries			
						attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						New Spandon Feb 4 th /30			
2						This day was fine first at 5:30 pm set in			
3						rainy Stevedors working Cargo from 7 am to 5 pm			
4						all other necessaries attended to			
5									
6						New Spandon Feb 5 th /30			
7						This day was fine throughout with light			
8						northerly winds Stevedors working Cargo from			
9						7 am to 5 pm at 7 am began rigging			
10						gear for 2 gangs at 11 am began discharging			
11						Cargo until loaded gear all necessaries			
12						attended to			
1						New Spandon Feb 6 th /30			
2						This day was fine throughout with moderate			
3						large northerly Stevedors employed discharging			
4						Cargo from 7 am to 5 pm all necessaries			
5						attended to all so was held up 2 hours in count			
6						of gear engine and gear			
7									
8						New Spandon Feb 7 th /30			
9						This day was cloudy with light northerly			
10						winds Stevedors working Cargo from 7 am to			
11						5 pm all other necessaries attended to			
12									
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						New Spandon Feb 13 th /30			
2						This day was cloudy first load part			
3						rainy with light breeze south at 10 am			
4						stevedores finished discharging cargo all			
5						other necessaries attended to			
6									
7						New Spandon Feb 14/30			
8						This day was fine throughout with			
9						moderate breeze west at 8 am paid off			
10						engineer all necessaries attended to			
11									
12						New Spandon Feb 15 th /30			
1						This day was cloudy first load part			
2						snowing with light breeze northerly all			
3						necessaries attended to			
4									
5						New Spandon Feb 16/30			
6						This day was fine throughout			
7						with fresh breeze west. To noon capd			
8						& mate employed cleaning snow of decks			
9						all other necessaries attended to			
10									
11						New Spandon Feb 17/30			
12						This day was fine throughout with light			
						breeze on first load paid part southerly capd			
						& mate employed cleaning snow of decks			
						all other necessaries attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks,	day of	19
1						New London Feb 18/30		
2						This day was fine throughout with		
3						moderate to light breeze easterly		
4						at 6 pm sail took off all other		
5						necessaries attended to		
6								
7						New London Feb 19/30		
8						This day was fine throughout with		
9						light breeze sailed to S & all necessities		
10						attended to		
11								
12						New London Feb 20/30		
1						This day was fine throughout with		
2						light breeze S & all necessities attended to		
3								
4						New London Feb 21/30		
5						This day was fine throughout with		
6						light variable wind all necessities		
7						attended to		
8								
9						New London Feb 22/30		
10						This day was thick with fog through		
11						out with light breeze sailed all		
12						necessaries attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						New London Feb 23/30		
2						This day was thick with fog until		
3						2 p m then cleared up & cloudy all other necess		
4						arjs attended wind light breeze S.E		
5								
6						New London Feb 24/30		
7						This day was thick with fog but		
8						light breeze sent		
9						for all necessarys attended to		
10								
11						New London Feb 25/30		
12						This day was thick with fog		
1						all day with light breeze S.W all		
2						necessarjs attended to		
3								
4						New London Feb 26/30		
5						This day was cloudy throughout		
6						with light rain. S. e. wind light		
7						breeze on to at 9.30 p m Two boats		
8						Came along side took Nettle in		
9						stern & anchor with 45 fathoms		
10						of chain all other necessarys atten		
11						ded to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						New Spender Feb 27/90		
2						This day was fine throughout with		
3						light breeze westerly all necessaries attended to		
4								
5						New Spender Feb 28/90		
6						This day was fine throughout with		
7						light breeze westerly but cold and		
8						fast all other necessaries attended		
9						to		
10						New Spender Mar 1 st /90		
11						This day was fine throughout with		
12						light & moderate breeze, sailmaker all		
1						necessaries attended to		
2								
3						New Spender Mar 2 nd /90		
4						This day was thick with bud		
5						at 12 noon cleared off with light breeze S.W.		
6						& strong breeze in all necessaries attended		
7						to		
8						New Spender Mar 3 rd /90		
9						This day was fine throughout with		
10						strong & moderate breeze in &		
11						used all other necessaries attended		
12						to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks,	day of	19
1						New London Mar 4/30		
2						This day was fine through hand		
3						with light breeze		
4						and all necessary		
5						attended to		
6								
7						New London Mar 5/30		
8						This day was fine through hand		
9						with light breeze		
10						southerly all necessary		
11						attended to		
12								
1						New London Mar 6/30		
2						This day was fine through hand		
3						with light air north		
4						and all necessary		
5						attended to		
6								
7						New London Mar 7/30		
8						This day was fine through hand		
9						with light northerly		
10						windy all necessary		
11						attended to		
12								
1						New London Mar 8/30		
2						This day was thick with		
3						and with light breeze		
4						and all necessary		
5						attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	n.	s.	W.	E.	Long. by D. R.	Long. by Ob.
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Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
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Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
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Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in	Lon. by Ob.
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Journal from *New London* towards *Newport News*

74	H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	6	day of	Apr	19
	1	8		sw by s	sc by s	1 1/2 D	P.m.				
	2	8		"	"	"	This day began cloudy				
	3	8		"	"	"	with moderate breeze &				
9	4	8		"	"	"	breeze &				
	5	9		"	"	"	smooth sea				
	6	9		"	"	"	ad 130 p.m. Stained				
	7	9		"	"	"	4 th dip				
	8	7		"	"	"					
	9	1		ws by	south	5 1/2 D	ad 8 p.m. Stained topsail				
	10	1		"	"	"	at 7 p.m. topsail in				
	11	1		"	"	"	shanty & blying dip				
	12	1		ssw	ward	"	and blamed foresail				
	1						to pieces took in				
	2						main sail				
	3						at 12 midnight Came				
	4						to anchor with 70				
	5						fathoms of chain took				
	6						ad 4 m head aloft in all sail				
	7						Given for				
	8						foresail				
	9						Day ends fine with				
	10						moderate breeze				
	11						ws by				
	12						Pumps light look and				
							Careful attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	7	day of	Apr	19
1			W/S	W/S						
2				"						
3				"						
4				"						
5				"						
6				"						
7				"						
8				"						
9				"						
10				W/S						
11				"						
12				"						
1				W/S						
2				W/S						
3				"						
4				"						
5				W/S						
6				"						
7				"						
8				"						
9				"						
10				"						
11				"						
12				W/S						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *New London* towards *Newport news &c.*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, & day of Apr 1950
1						
2						
3						This day began fine
4						with fresh breeze & smooth
5						sea
6						
7						
8						at 7:30 pm came to anchor
9						in line Hoxen Road with
10						45 fathoms of chain, barled
11						all sail, led anchor with
12						
1						from 8 am to 11 am had
2						strong breeze from
3						
4						
5						
6						
7						Day ends fine with
8						moderate to light breeze
9						from the north
10						
11						Pumps light looked &
12						lights careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	9	day of	Apr	1930
1						Pm				
2						This day began fine				
3						with light air north				
4										
5						at 2 p.m. got under way				
6						under whole sail				
7										
8										
9										
10						at 6 p.m. came to anchor				
11						and hauled in the				
12						lashed down all sail				
1										
2						at 5:30 a.m. got under				
3						way under whole sail &				
4						proceeded along				
5						at 11:15 a.m. got				
6						came along side took vessel along side of				
7						dry dock & new part of				
8						which ends this day at 12 noon with sea				
9						log				
10						at 4 p.m. hauled vessel in dry dock at				
11						6:30 p.m. was hauled to head ends				
12						sea log to begin that hour log				
						on the 11 day of Apr 1930				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Calais main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 22 nd day of Apr 1901
1						Pm
2						This day began with
3						Cal
4						at 1230 noon came
5						to anchor and ride
6						of Thimble
7						at 530 pm had under
8						way under whale sail
9						
10						at 1030 am was apprised of
11	3		then on	1st		of Cape Henry light
12	5		"	"		vessel
1	7		"	"	"	
2	7		"	"	"	
3	7		land	"	"	
4	7		"	"	"	
5	7		then on 4c	"	"	Prof ends but bird will
6	7		"	"	"	light air & moderate
7	7		"	"	"	sea
8	7		"	"	"	
9	3		land on	"	"	
10	3		"	"	"	Bump light loop and
11	2		"	"	"	light Cape
12	2		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by O.
				37.1 in					

	Courses	Winds	Leeway	Remarks, 23	day of	19
1	0	0	Calm	pm		
2	0	"	"	This day began with		
3	0	"	"	light air & moderate		
4	0	"	"	sea		
5	0	"	"			
6	0	"	"			
7	0	"	"			
8	0	"	"			
9	0	"	"			
10	2	mod	1/2 W	Crew employed at		
11	3	"	"	ships duty		
12	5	"	"			
1	0	0	Calm	"		
2	0	"	"	"		
3	0	"	"	"		
4	0	"	"	"		
5	2	mod	1/2 W			
6	3	"	"			
7	5	"	"			
8	5	"	"	Day ends with best		
9	7	"	"	large moon		
10	7	"	"			
11	8	"	"	Pumpkin light looked		
12	9	"	"	& light careful		
		"	"	attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Calais main*

H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks,
24						24 day of Apr 1930
1	9		NE	moderate	1/2	Pm
2	9		"	"	"	This day began fine
3	9		"	"	"	with fresh breeze &
4	9		"	moderate	"	moderate sea
5	10		"	"	"	
6	10		"	"	"	at 7 pm started
7	10		"	"	"	4th 1/2 & 1/2
8	10		"	moderate	"	
9	9		"	"	"	
10	8		"	"	"	
11	8		"	"	"	
12	8		"	"	"	crew employed and vessel
1	8		"	"	"	work
2	8		"	"	"	
3	9		"	"	"	at 5 am set all sail
4	8		"	"	"	
5	8		"	"	"	
6	8		"	"	"	
7	7		"	"	"	
8	7		"	"	"	Day ends fine with moderate
9	7		"	"	"	breeze
10	7		low E	moderate	1/2	
11	6		"	"	"	Breeze light and
12	6		"	"	"	light & careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
					14° 45'				

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 25	day of Apr	1980
1	6		l m e	mod	0	pm		
2	6		"	"	"	This day began fine		
3	5		"	"	"	with moderate breeze &		
4	5		"	"	"	smooth sea		
5	5		"	"	"			
6	6		"	"	"			
7	5		"	"	"			
8	6		l m e	mod	0	at 6 pm shifted over		
9	6		"	"	"	at 12 mod shifted over		
10	6		"	"	"			
11	6		"	"	"			
12	5		"	"	"			
1	5		l m e	mod	"			
2	5		"	"	"	Day ends fine with light		
3	4		"	"	"	air		
4	5		"	"	"			
5	4		"	"	"			
6	4		l m e	"	"			
7	4		"	"	"			
8	4		"	"	"	Pumps light looked &		
9	3		"	"	"	lighty Careful attended		
10	3		l m e	"	"			
11	3		"	"	"			
12	2		"	"	"			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Shepherd News* towards *Calas main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 26	day of Apr	19 th
1	2		on on the	water	"	Pm		
2	3		"	"	"	This day began sun		
3	3		"	"	"	with light air &		
4	3		"	Wind	"	smooth sea		
5	3		"	"	"			
6	5		"	"	"			
7	6		"	"	"			
8	5		"	"	"			
9	6		"	"	"			
10	6		"	"	"	Rever employed and		
11	7		"	"	"	Nettel work		
12	7		"	"	"			
1	7		"	"	"			
2	6		"	"	"			
3	6		"	"	"			
4	6		"	"	"			
5	1		on edge	water	1/2	Day ends fine with		
6	1		"	"	"	with light breeze		
7	3		water	Wind	"			
8	4		"	"	"			
9	5		on edge	water	"			
10	5		"	Wind	"	Pumps light looked		
11	5		"	"	"	& light careful		
12	5		"	"	"	attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
					42.43				

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 27	day of	19
1	6		n n e	sw by w	0	P m		
2	6		"	"	"	This day began fine		
3	9		n n e	sw	"	with light breeze &		
4	10		"	"	"	smooth sea		
5	10		"	"	"			
6	8		"	"	"			
7	6		"	"	"			
8	6		n n e	n n e	"			
9	7		"	"	"	at 12 midnight was		
10	8		n n e	sw	"	approached of mound desert		
11	8		"	"	"	Rock		
12	8		"	"	"			
1	6		"	n n e	1 1/2	Crew employed at		
2	6		"	"	"	vessel work		
3	6		"	"	"			
4	6		"	"	"			
5			"	"	"	Day ends fine with		
6			6 by w	n n e	"	light breeze & smooth		
7			"	"	"	sea		
8			"	"	"			
9			"	"	"			
10			"	"	"			
11			n n e	"	"	sumps light lookout		
12			"	"	"	and light careful attended.		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Cales main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	28	day of	Apr	1930
1						Pm				
2						This day began fine				
3						with fresh breeze &				
4						smooth sea				
5										
6						at 2:30 pm took pilot				
7						on board				
8										
9						at 5:30 pm came				
10						to anchor at last				
11						made with 75 fathoms				
12						of chain hauled all				
1						soil to near end of				
2						sea log & began				
3						hoisting log on the 27				
4						day of April 18/30				
5										
6										
7						last port April 27/30				
8						This day was fine throwboard with light				
9						air north first last port smooth with				
10						moderate breeze crew employed				
11						scrapping topmasts & spanker mast & jigger				
12						mast all other necessaries attended to				

[illegible]

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Departed Apr 30/30		
2						This day was fine throughout with		
3						light air night breeze last part southerly with fresh		
4						breeze crew employed scraping floors all other		
5						necessaries attended to		
6								
7						Departed May 1 st 1930		
8						This day was fine throughout with light		
9						S. winds crew employed at cleaning mast		
10						heads and painting Gaps all other necessities		
11						attended to		
12								
1						Departed May 2 nd /30		
2						This day was fine throughout with		
3						light breeze southerly crew employed painting		
4						mast heads & Gaps all other necessities attended		
5						to		
6						Departed May 3 rd /30		
7						This day was fine throughout with fresh		
8						& strong breeze crew employed		
9						painting hatches all other necessities attended		
10						to		
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks.	day of	19
1						Eastport May 4/30		
2						This day was fine throughout with		
3						fresh breeze north crew at leisure all		
4						necessaries attended to		
5								
6						Eastport May 5 th /30		
7						This day was fine throughout with		
8						light breeze north fresh land breeze		
9						with moderate breeze crew employed		
10						painting beams and other work aboard		
11						ship all necessaries attended to		
12								
1						Eastport May 6/30		
2						This day was fine throughout with		
3						fresh breeze sun & light air variable		
4						crew employed at shell work all necess		
5						aries attended to		
6								
7						Eastport May 7/30		
8						This day was fine throughout with		
9						breeze and strong breeze at 3 pm moderate		
10						down to calm crew employed at shell		
11						work all necessaries attended to		
12								

[illegible]

H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Eastward May 8 th /30		
2						This day was fine throughout with		
3						light breeze northward - Eastward - Southerly		
4						Crew employed at vessel work all other		
5						necessaries attended to		
6								
7						Eastward May 9 th /30		
8						This day was fine throughout with light		
9						variable winds crew employed scrubber		
10						paint all other necessities attended to		
11								
12						Eastward May 10 th /30		
1						This day was fine & cloudy with light		
2						to fresh breeze northerly at 2.30 pm		
3						Yug boat came along side took vessel up		
4						river at 6 pm came to anchor off		
5						Indian head with 45 bathans of chand		
6						all other necessities attended to		
7								
8						Sunday May 11 th /30		
9						This day was fine throughout with		
10						fresh to light breeze n.e. first Eastward		
11						S. crew at leisure all necessities attended		
12						to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Monday May 12/30		
2						This day was fine throughout		
3						with light variable winds at 8 AM		
4						the head crew for vessel took vessel		
5						to Galas at 10 AM was docked		
6						stewards began to discharge		
7						cargo and once all other necessary		
8						attended to		
9								
10						Galas May 13/30		
11						This day was cloudy with light		
12						air Easterly. Stewards working		
1						all day. Crew employed at vessel work		
2						and necessary attended to		
3								
4						Galas May 14/30		
5						This day was fine throughout with		
6						light breeze. Stewards employed discharging		
7						cargo all day at 10 AM Cook came on board		
8						Crew employed at vessel work and other		
9						necessary attended to		
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Calas May 15/90			
2						This day was fine but at 1 pm had			
3						in mid light to fresh breeze S.E. Stevedores			
4						working Cargo all day Crew employed at vessel			
5						work all necessary attended to			
6									
7						Calas May 16/90			
8						This day was thick with fog first			
9						last part fine with light breeze S.E.			
10						on in Stevedores working Cargo			
11						all day all other necessary attended to			
12									
1						Calas May 17/90			
2						This day was fine throughout with			
3						light to moderate fresh breeze at 3.30			
4						from Stevedores finished discharging			
5						Cargo Crew employed at vessel work			
6						all other necessary attended to			
7									
8						Calais May 18/90			
9						This day was fine throughout with			
10						light breeze westerly at 2 pm Two boats came			
11						along side took vessel to last port at 4			
12						pm came to anchor at Cap-Haïtien all other			
						necessary attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						<i>Eggsford May 19/30</i>		
2						<i>This day was fine thru wind and</i>		
3						<i>light air in m. light at 9 am. Cant. for</i>		
4						<i>with light to moderate breeze at 7</i>		
5						<i>30 am. 700. Head Cant. along side took</i>		
6						<i>up and to anchor appressed at</i>		
7						<i>West battery light house in 4 bathans</i>		
8						<i>of water with 40 bathans of chain all</i>		
9						<i>after necessity app. attended to</i>		
10								
11						<i>May 20th/30</i>		
12						<i>This day began. Rainy with light</i>		
1						<i>breeze S.E. at 4 am. 900. Under way</i>		
2						<i>under whole sail & proceeded to</i>		
3						<i>sea to hear Engrs. to Barbours for</i>		
4						<i>to began sea log in sand Date</i>		
5								
6	5		<i>sw by w</i>	<i>400</i>	0			
7	5		"	"	"			
8	5		"	"	"	<i>day ends rainy with</i>		
9	7		"	"	"	<i>moderate breeze</i>		
10	7		"	"	"	<i>& smooth sea</i>		
11	8		<i>sw by w</i>	<i>400</i>	"	<i>Pumps light looked</i>		
12	8		"	"	"	<i>& lighty Careful attend</i>		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	20	day of	May	19
1	8		<i>sw by w</i>	<i>400</i>	0	<i>P.m.</i>				
2	8		"	"	"	<i>This day began Rainy</i>				
3	9		"	"	"	<i>with moderate breeze</i>				
4	9		"	"	"	<i>& smooth sea</i>				
5	9		"	"	"					
6	7		"	"	"					
7	6		"	"	"					
8	6		"	"	"					
9	4		"	"	"	<i>Crew employed at</i>				
10	2		"	"	"	<i>Nettel work</i>				
11	2		<i>sw by w</i>	<i>400</i>	0					
12	3		"	"	"					
1	3		"	"	"	<i>at 11 am. Chided w.r.</i>				
2	4		"	"	"					
3	4		"	"	"					
4	4		<i>W. sw by w</i>	<i>400</i>	1 st					
5	7		"	"	"	<i>Day ends fine with</i>				
6	7		"	"	"	<i>moderate breeze &</i>				
7	7		"	"	"	<i>smooth sea</i>				
8	8		"	"	"					
9	7		"	"	"					
10	7		"	"	"	<i>Pumps light looked</i>				
11	7		<i>sw by w</i>	<i>400</i>	"	<i>& lighty Careful</i>				
12	7		"	"	"	<i>attended to</i>				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	21 st day of	May	1930
1	4		<i>sw by w</i>	<i>400</i>	1 st	<i>P.m.</i>			
2	4		"	"	"	<i>This day began fine with</i>			
3	5		"	"	"	<i>moderate breeze & smooth</i>			
4	6		"	"	"	<i>sea</i>			
5	4		<i>sw by w</i>	<i>400</i>	"				
6	4		"	"	"				
7	5		"	"	"				
8	5		"	"	"	<i>Crew employed at</i>			
9	5		<i>sw by w</i>	<i>400</i>	"	<i>Nettel work &</i>			
10	5		"	"	"	<i>washing paint</i>			
11	6		"	"	"				
12	7		"	"	"				
1	7		<i>sw by w</i>	<i>400</i>	"				
2	7		"	"	"				
3	7		"	"	"				
4	8		<i>W. sw by w</i>	<i>400</i>	"	<i>Day ends fine with</i>			
5	7		"	"	"	<i>light air & smooth</i>			
6	7		"	"	"	<i>sea</i>			
7	7		"	"	"				
8	7		"	"	"	<i>Pumps light looked</i>			
9	7		"	"	"	<i>and Careful attended</i>			
10	6		"	"	"	<i>to</i>			
11	5		"	"	"				
12	5		"	"	"				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	22 nd day of	May	1930
1	8		<i>sw by w</i>	<i>400</i>	1 st	<i>P.m.</i>			
2	3		"	"	"	<i>This day began</i>			
3	3		"	"	"	<i>fine with light breeze</i>			
4	3		"	"	"	<i>& smooth sea</i>			
5	3		"	"	"				
6	2		"	"	"				
7	4		<i>sw by w</i>	<i>400</i>	"				
8	4		"	"	"	<i>Crew employed at</i>			
9	5		"	"	"	<i>Paint & other work</i>			
10	5		"	"	"				
11	5		<i>sw by w</i>	<i>400</i>	"				
12	4		"	"	"				
1	5		"	"	"				
2	5		"	"	"				
3	5		"	"	"	<i>Day ends fine with</i>			
4	4		"	"	"	<i>light & moderate</i>			
5	4		<i>W. sw by w</i>	<i>400</i>	1 st	<i>breeze & smooth sea</i>			
6	5		"	"	"				
7	5		<i>sw by w</i>	<i>400</i>	"				
8	2		"	"	"				
9	2		"	"	"	<i>Pumps light looked</i>			
10	2		"	"	"	<i>& lighty Careful</i>			
11	3		<i>sw by w</i>	<i>400</i>	"	<i>attended to</i>			
12	4		"	"	"				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Calais main towards Newport news

Journal from Calais main towards Newport news

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 23 day of May 1930
1	6		W by S	moderate	1st	Pm
2	7		"	"	"	This day began fine
3	6		"	"	"	with moderate breeze
4	6		"	"	"	& smooth sea
5	5		W by S	moderate	"	
6	5		"	moderate	1st	
7	3		"	"	"	
8	1		W by S	moderate	"	
9	3		"	"	"	Crew employed at
10	3		"	"	"	net work
11	4		W by S	moderate	"	
12	4		"	"	"	
1	5		"	moderate	"	
2	5		"	"	"	
3	6		"	"	"	Day ends fine with
4	6		"	"	"	moderate breeze
5	7		"	"	"	
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	Pumps light looked
9	7		"	"	"	& light careful
10	7		"	"	"	attended to
11	7		"	"	"	
12	7		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 24 day of May 1930
1	7		S by E	moderate	1st	Pm
2	7		"	"	"	This day began fine
3	6		"	"	"	with light breeze &
4	6		"	"	"	smooth sea
5	6		"	"	"	
6	6		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	7		"	"	"	Crew employed at
10	7		"	"	"	net work
11	7		"	"	"	
12	4		W by S	moderate	1st	At 10 took in all light
1	5		"	"	"	sails & went this
2	5		W by S	moderate	2nd	
3	6		"	"	"	Day ends fine with
4	6		"	"	"	light breeze
5	9		"	"	"	
6	9		W by S	moderate	"	
7	10		"	"	"	
8	9		"	"	"	
9	9		"	"	"	
10	9		"	"	"	Pumps light looked &
11	9		"	"	"	light careful attended
12	10		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 25 day of May 1930
1						Pm
2						This day began fine with
3						fresh breeze
4						
5						at 2:30 pm was apprised
6						of Capt. Henry
7						
8						at 5:30 pm came
9						to anchor at Newport
10						and barled all sail
11						all other necessaries
12						attended to
1						
2						near End of sea
3						to began to bar
4						log in the 26 day
5						of May 1930
6						
7						Newport news May 26/30
8						This day was fine throughout with
9						fresh to moderate breeze on
10						at 4 pm
11						paid off 6 sailors all other necessaries
12						attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, day of 19
1						Newport news May 27/30
2						This day was fine throughout with
3						moderate breeze mostly
4						& Calms all
5						necessaries attended to
6						
7						Newport news May 28/30
8						This day was fine throughout with
9						moderate to fresh breeze mostly
10						at 1:30
11						pm 2 sailors came on board all
12						other necessaries attended to
1						
2						Newport news May 29/30
3						This day was fine first last part cloudy
4						with light rain showers at 10 pm
5						came along side & docked at 10:45 was
6						docked all other necessaries attended to
7						
8						Newport news May 30/30
9						This day was rainy first last part fine
10						with light to moderate breeze on
11						at 5
12						am started loading coal at 1:30
1						pm finished loading at 2 pm 2
2						boats took water from coal pier
3						& anchor in
4						stream crew employed battering down
5						hatches & washing down decks all
6						other necessaries attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Newport News Mo of 8/80			
2						This day was fine & breezy			
3						with fresh breeze in at 1:30 p.m.			
4						Got under way under barest top sail &			
5						grip & legger went on & Sewell's point			
6						at 3 p.m. Came anchor at Sewell's point			
7						lowered all sail at 5:15 p.m. Stars came			
8						in board all other necessarys			
9						attended to			
10									
11						Sewell's Point June 1 st 1930			
12						This day was fine & breezy			
1						with Calm at 4 p.m. Gale light breeze in			
2						Got under way under whole sail and			
3						Proceeded out of Hampton Roads at 9:45			
4						p.m. Came anchor lowered all sail			
5						led anchor watch all other necessarys			
6						attended to			
7									
8						June 2 nd / 30			
9						This day began fine with light air			
10						mostly at 3:30 a.m. Got under way under			
11						whole sail & proceeded to sea at 6 a.m.			
12						was addressed by Capt. Henry to hear Endy's bar			
						log to begin sea log at 12 noon			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	June	day of	2 nd	19
1										
2	0		0	Calm	0	Pm				
3	0		"	"	"	This day began fine				
4	1		ne 4 e	ls e	$\frac{1}{2}$ hd	with Calm				
5	2		"	"	"					
6	7		"	"	"					
7	7		"	"	"					
8	7		"	"	"					
9	6		cont	st	"	Crew employed				
10	4		"	"	"	painting				
11	4		"	"	"					
12	3		"	land	0					
1	3		"	"	"					
2	2		"	"	"					
3	2		"	sw	"					
4	2		"	"	"	Day ends fine with				
5	2		"	"	"	light air & smooth				
6	3		"	"	"	sea				
7	3		"	"	"					
8	3		"	"	"					
9	1		nn e	sw	"	Pumps light looked				
10	1		"	"	"	& lighty careful				
11	2		"	"	"	attended to				
12	2		"	"	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	June	1930
1	3		ne 4 e	ls e	0	P.m.			
2	4		"	"	"	<i>This day began fine</i>			
3	4		"	"	"	<i>with light air &</i>			
4	4		"	"	"	<i>smooth sea</i>			
5	4		"	"	"				
6	4		"	"	"				
7	5		"	"	"				
8	6		"	"	"				
9	6		"	"	"	<i>Crew employed</i>			
10	5		"	"	"	<i>Painting</i>			
11	6		cont	st	"				
12	6		"	"	"				
1	5		lt 4 w	sw 4 w	"				
2	6		"	"	"	<i>Day ends fine with</i>			
3	6		"	"	"	<i>moderate breeze</i>			
4	6		"	"	"	<i>& smooth sea</i>			
5	5		cont	sw 4 w	"				
6	5		"	"	"				
7	6		"	"	"	<i>Pumps light looked</i>			
8	6		"	"	"	<i>& lighty careful</i>			
9	6		"	"	"	<i>attended to</i>			
10	6		"	"	"				
11	6		"	"	"				
12	6		"	"	"				
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	4	day of	June	1930
1	5		cont	W-Sw	0	P.m.				
2	5		"	"	"	This day began fine				
3	5		"	"	"	with moderate breeze				
4	5		at 4 p.m.	Sw-Sw	"	& smooth sea				
5	6		"	"	"					
6	7		"	"	"					
7	7		"	"	"					
8	7		"	"	"	Crew employed painting				
9	8		"	"	"					
10	8		"	"	"					
11	8		"	"	"	Day ends fine with				
12	8		"	"	"	moderate breeze				
1	4		"	"	"	& smooth sea				
2	5		cont	W-Sw	"					
3	7		"	"	"					
4	8		"	"	"	at 9 p.m. was addressed				
5	8		"	"	"	by Black Island light				
6	8		"	"	"	house				
7	8		"	"	"					
8	8		"	"	"					
9	8		"	W-Sw	"					
10	8		"	"	"	Pumps light looked &				
11	8		"	"	"	lights careful attended				
12	8		"	"	"					
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.	

Journal from *Newport News* towards *Castroville*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	5	day of	June 19
1	7		6 m e	sw	0	Pm			
2	7		"	"	"	This day began			
3	7		"	"	"	fine with moderate			
4	7		"	"	"	breeze & smooth			
5	7		land	"	"	sea			
6						at 5 pm was apprised			
7						of Gay Head			
8									
9									
10									
11						Crew employed Painting			
12									
1									
2						at 8 am was apprised			
3						of Great Round Head			
4	5		on by m sw	sw	0	sea breeze			
5	7		"	"	"				
6	7		"	"	"				
7	8		"	"	"	Day ends fine with			
8	8		"	"	"	moderate breeze			
9	7		"	"	"	& smooth sea			
10	7		"	"	"				
11	7		on m e	sw	"	Pumps light looked			
12	7		"	"	"	& lights Careful			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	6	day of	June 19
1	7		on by e	sw by s	0	Pm			
2	8		"	"	"	This day began			
3	8		"	"	"	fine with moderate			
4	8		"	"	"	breeze & smooth sea			
5	8		"	"	"				
6	8		"	"	"				
7	8		"	"	"				
8	9		"	"	"	Crew employed at			
9	8		on m e	sw	"	ships duty			
10	8		"	"	"				
11	8		"	"	"	at 7 pm was apprised			
12	8		"	"	"	of rounded Rock			
1	8		by s w	sw	"	at 4 pm set in thick			
2	8		by m e	sw	"	with fog			
3	7		"	sw	"				
4	7		"	sw	"				
5	4		by m e	sw	"	Day ends thick with			
6	4		"	"	"	fog with light air			
7	4		"	"	"	& smooth sea			
8	4		"	"	"				
9	4		"	"	"	Pumps light looked			
10	4		"	"	"	& lights Careful			
11	4		"	"	"	attended to			
12	4		"	"	"				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Castroville*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	7	day of	June 19 50
1	2		land	sw	0	Pm			
2	1		"	"	"	This day began thick			
3	1		"	"	"	with fog & light air			
4	1		"	"	"	& smooth sea			
5	1		"	"	"				
6				Cal	"				
7				"	"				
8				"	"	at 5:30 pm Crew to anchor			
9				"	"	in 18 fathoms of water			
10				"	"	took in tips			
11				"	"				
12				"	"				
1				"	"				
2				"	"				
3				"	"	Day ends thick with			
4				"	"	fog & Calm			
5				"	"				
6				"	"				
7				"	"				
8				"	"	Pumps light looked			
9				"	"	Bell & lights Careful			
10				"	"	attended to			
11				"	"				
12				"	"				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	8	day of	June 19 50
1				Cal		Pm			
2						This day began			
3						thick with fog & Calm			
4									
5									
6									
7									
8									
9									
10									
11						Crew employed at			
12						Kettle work			
1									
2									
3									
4									
5						Day ends thick with			
6						fog & Calm			
7									
8									
9						Pumps light looked			
10						& lights Careful			
11						attended to			
12									

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	9	day of	June	19
1										
2										
3	2		syl	lsc	1nd					
4	1		"	"	"					
5	1		"	"	"					
6	2		"	"	"					
7	2		syl	s.c	"					
8	2		syl	s.c	"					
9	2		"	"	"					
10	2		"	"	"					
11	1		bst	syl	"					
12	2		"	"	"					
1	3		lont	"	"					
2	4		"	"	"					
3	4		"	"	"					
4	4		"	"	"					
5	2		"	"	"					
6	1		"	"	"					
7	2		syl	lont	"					
8	2		"	"	"					
9										
10										
11										
12										

This day began the thick with fog & light breeze
ad 2 pm Judd under way under whole sail
ad 10 pm tacked ship
ad 10 pm tacked ship
Day ends thick with fog & calm & light air east
Pumps light looked and down & up attended to

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	10	day of	June	19
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										

Cast
Pm
This day began thick with fog & light air east
ad 7 am was appressed of West boat light house
ad 1030 am tropic pilot in boat
ad 11 was appressed of East boat

ad 1230 pm came to anchor at Castport which ends this day
remember up day crew & trying up sails covering the ship getting ready for discharging at 5 pm 2 launches came along side & docked vessel at Coal pier
ad 730 pm was docked by near ends sea fog began to begin in the 12 day of June

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Castport June 12/30
This day was fine throughout with light breeze SW ad 7 am stokers began rearing up & at 9 am began discharging cargo and worked in till 4 45 pm crew employed painting vessel and side all other necessarys attended to
Castport June 13/30
This day was fine throughout with light & moderate breeze SE stokers working cargo from 730 am to 530 pm all other necessarys attended to
Castport June 14/30
This day was fine throughout with light & moderate breeze SE stokers employed working cargo from 830 am to 6 pm crew employed at vessel work all other necessarys attended to
Castport June 15/30
This day was fine throughout with light & fresh breeze SW ad 8 pm

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Castport June 16/30
This day was fine throughout with light breeze SW to fresh west winds stokers working cargo from 7 am to 6 pm crew employed at vessel work all other necessarys attended to
Castport June 17/30
This day was fine throughout with fresh breeze SW stokers working cargo from 7 am to 6 pm all other necessarys attended to
Castport June 18/30
This day was fine first with light breeze SE ad 4 pm set in rain stokers working cargo from 7 am to 4 15 pm crew employed painting all other necessarys attended to

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Cast Port June 19/30			
2						This day was thickened fog throughout			
3						with light breeze S.E. Stevedores working			
4						Cargo from 7 am to 5 pm crew			
5						employed at vessel work all other			
6						necessaries attended to			
7									
8						Cast Port June 20/30			
9						This day was foggy more or less			
10						throughout with moderate breeze south			
11						stevedores employed working cargo all			
12						day crew employed at vessel work all			
1						necessaries attended to			
2									
3						Cast Port June 21/30			
4						This day was fine throughout with			
5						light breeze south to 5 pm crew at			
6						leisure stevedores working cargo from			
7						7 am to 5 pm all other necessities			
8						attended to			
9									
10						Cast Port June 22/30			
11						This day was fine throughout with			
12						fresh breeze S.W. crew at leisure all			
						other necessities attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Cast port June 23/30		
2						This day was fine throughout		
3						with light breeze S.E. at 9 o'clock		
4						finished discharging cargo crew		
5						employed getting vessel ready for		
6						sea all other necessaries attended		
7						to		
8						Cast port June 24/30		
9						This day was fine with light		
10						breeze & moderate breeze		
11						light at 10:30 o'clock took stars on		
12						board at 11 o'clock put boat out		
1						along side took vessel to sea at		
2						1 p.m. was and to wind 40 - heads		
3						set light lower sail and proceeded		
4						to sea near end of harbour		
5						laid to heave sea lay in same		
6						date at 12 noon		
7								
8								
9								
10								
11								
12								

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,
1						24 day of June 1930
2						This day began fine
3						with moderate breeze
4						sun to
5	4	16	180	160		at 4 pm we approached
6	4	"	"	"		of Granman near N. E. End
7	4	"	"	"		
8	4	"	"	"		
9	5			"		
10				"		
11				"		
12				"		at 8 pm set all light
1				sun to		sails
2				"		
3				"		Crew employed at
4				"		netting work
5				"		
6				"		Day ends fine with
7				"		light breeze sun to
8				"		
9				"		Pumps light Lookout
10				"		& light careful
11				"		attended to
12				"		

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	25	day of	June	19	80
1	5		W S W	Smooth	1 $\frac{1}{2}$ hd	P m					
2	5		"	"	"	This day began fine					
3	5		"	"	"	with light breeze smooth					
4	5		"	"	"	& smooth sea					
5	5		W by S	Stagn	"						
6	5		"	"	"						
7	5		"	"	"						
8	5		W by S	"	"						
9	5		"	"	"						
10	2		S by E	S by W	"	Crew employed at vessel					
11	2		"	"	"	work					
12	4		S by W	S by E	"						
1	4		"	"	"	from 9 am to 7 pm was					
2	4		S by S	S by W	"	thick with fog					
3	3		"	"	"						
4	3		"	"	"	Day end fine & hazy with					
5				"	"	light air S W					
6				"	"						
7				"	"						
8				"	"	Pumps light lookout &					
9				"	"	lights Careful attended					
10				"	"	the					
11				S W							
12				"							

Journal from *Castford* towards *Newport News*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 26 day of June
1			W/SW	W/SW		Pm
2				"		This day was fine
3				"		with light breeze &
4				"		small sea
5				S/SW		
6				"		
7				"		
8				W/SW		Crew employed at
9				"		ad vessel work
10				"		
11				"		
12				"		
1	5		W/SW	"	1 1/2	ad 12 mtd thick
2	3		"	"	"	with bag
3	3		"	"	"	
4	3		"	"	"	
5	5		W/SW	S/SW	"	Day ends thick with
6	5		"	"	"	bag with moderate
7	5		"	"	"	breeze & small sea
8	5		"	"	"	
9	7		W/SW	kind	"	Pumps light look and
10	7		"	"	"	& lighty Careful
11	8		"	"	"	attended to
12	8		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 27 day of June 19
1	8		W/SW	S/SW	1 1/2	Pm
2	8		"	"	"	This day began
3	7		"	"	"	thick with bag &
4	7		"	"	"	moderate breeze &
5	7		"	"	"	small sea
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	
9	6		"	"	"	ad 12 mtd thick
10	6		"	"	"	Ship
11	6		"	"	"	
12	6		"	"	"	and Spanker top sail
1	5		W/SW	W/SW	"	taken
2	5		S/SW	W/SW	"	ad 6 mtd can land id
3	6		"	"	"	for Repeats
4	6		S/SW	W/SW	"	
5	9		"	"	"	Crew various employed
6	9		"	"	"	
7	9		"	"	"	
8	9		"	"	"	
9	7		"	"	"	
10	7		"	"	"	Day ends fine with
11	7		"	"	"	fresh breeze
12	6		"	"	"	Pumps light look and
						& lighty Careful attended

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
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Journal from *Castford main* towards *Newport News*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 28 day of June 19
1	5		S/SW	W/SW	1 1/2	Pm
2	5		"	"	"	This day was fine
3	5		"	"	"	thick with
4	4		"	"	"	moderate breeze
5	5		"	"	"	
6	6		"	"	"	
7	4		S/SW	W/SW	"	
8	7		"	"	"	Crew employed at vessel
9	6		S/SW	W/SW	"	work
10	5		"	"	"	
11	5		"	"	"	
12	5		"	"	"	
1	4		S/SW	W/SW	"	
2	6		"	"	"	
3	6		"	"	"	Day ends fine with
4	6		"	"	"	calm & small sea
5	2		"	"	"	
6	2		"	"	"	
7	2		"	"	"	
8	2		"	"	"	
9	1		"	"	"	Pumps light look and
10	0		"	calm	"	& lighty Careful attended
11	0		"	"	"	
12	0		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 29 day of June 19
1	0		"	calm	"	Pm
2	0		"	"	"	This day began fine
3	0		"	"	"	with calm & small sea
4	0		"	"	"	
5	4		W/SW	kind	"	
6	4		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	5		"	"	"	Crew employed at
10	5		"	"	"	vessel work
11	6		"	"	"	
12	6		"	"	"	
1	5		"	"	"	
2	5		"	"	"	
3	5		"	"	"	Day ends fine with
4	5		"	"	"	moderate breeze &
5	5		W/SW	S/SW	"	small sea
6	6		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	
10	6		"	"	"	Pumps light look and
11	5		W/SW	S/SW	"	& lighty Careful
12	6		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
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towards Newport & Keny

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 30	day of June
1	7		W 45	S by E	1 1/2 to 2 m		
2	7		"	"	"	This day began fine	
3	7		"	"	"	with moderate	
4	7		"	"	"	breeze & smooth sea	
5	8		"	"	"		
6	8		"	"	"		
7	8		"	"	"		
8	9		"	"	"		
9	7		W 45	S by E	"	crew employed Taring	
10	7		"	"	"	decks & painting	
11	6		"	"	"		
12	7		"	"	"		
1	7		"	"	"		
2	7		"	"	"		
3	7		"	"	"		
4	7		"	"	"		
5	7		"	"	"	Day ends fine with	
6	7		"	"	"	moderate breeze &	
7	7		"	"	"	smooth sea	
8	8		"	"	"		
9	8		W 45	S by E	"		
10	8		"	"	"	Puffs light to faint	
11	8		"	"	"	& light. Careful	
12	8		"	"	"	attended to	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by
					39.19 ⁰ _N				

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 1-10	day of July	19
1	5		S-L	S-SW	1 1/2 to	P.M.		
2	5		"	"	"			
3	5		"	"	"			
4	4		"	"	"			
5	5		"	"	"			
6	5		"	"	"			
7	4		"	"	"			
8	4		"	"	"			
9	4		"	"	"			
10	4		"	"	"			
11	3		S-L	S-SW	"			
12	2		S-SW	S-SW	"			
1	2		"	"	"			
2	2		W-SW	S-SW	"			
3	1		"	"	"			
4	1		"	"	"			
5	1		"	"	"			
6	1		S-SW	W-SW	"			
7	1		"	"	"			
8	1		"	"	"			
9	1		"	"	"			
10	1		"	"	"			
11	1		S-SW	W-SW	"			
12	1		"	"	"			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
					38° 23' N				"

Journal from *Eastport main* towards *Newport News*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 2 nd day of July 1930
1	5		sdr	mod	0 m	
2	3		"	"	1 st	this day began bird with light breeze & smooth sea
3	3		"	"	"	
4	2		sdr	mod	"	
5	1		sdr	mod	"	
6	1		"	"	"	at 6 pm tacked
7	1		Wdr	sdr	"	ship
8	2		"	"	"	
9	2		"	"	"	Crew employed at vessel work
10	2		"	"	"	
11	1		"	"	"	
12	0		0	Calm	0	
1	1		sdr	mod	0 m	
2	1		"	"	"	
3	1		"	"	"	
4	1		"	"	"	Day ends bird with moderate breeze & smooth sea
5	0		0	Calm	"	
6	0		"	"	"	
7	0		"	"	"	
8	0		"	"	"	
9	7		Wdr	mod	0	Pumps, light lookout & light Careful attended to
10	7		"	"	"	
11	7		"	"	"	
12	7		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 3 rd day of July 1950
1	5		"	mod	"	Pm
2	5		"	"	"	This day began fine
3	5		S.W. wind	"	"	with moderate breeze
4	5		"	"	"	& smooth sea
5	2		"	"	"	
6	2		"	"	"	at 2 pm was appressed
7	0		"	cal	"	of water & air light
8	0		"	"	"	visual distance one
9	0		"	cal	"	mile
10	0		"	"	"	
11	0		"	"	"	at 6 am was appressed of
12	5		S.W. wind	"	"	Cape Charles lighted buoy
1	5		"	"	"	
2	5		"	mod	"	at 11 am was appressed of
3	5		S.W. wind	"	"	Cape Henry
4	5		"	"	"	
5	5		"	"	"	Day ends fine with light
6	5		"	"	"	breeze on E
7	5		N.W. wind	"	"	
8	5		"	"	"	
9			"	"	"	
10			"	mod	"	Bumps light looked &
11						lights careful
12						attended to

[illegible]

Journal from Eastport main towards Newport News

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	4 th day of July	19
1						Pm		
2						This day began fine		
3						with light breeze in		
4						at 4 pm Came to anchor		
5						at Newport News		
6						hoisted all sail so		
7						then lanch sea lay &		
8						began to sail on		
9						the 5 day of July		
10								
11								
12						Newport News July 5/30		
1						This day was fine throughout with		
2						light & moderate breeze southerly at		
3						2 pm sent off crew of 6 sailors		
4						all other necessaries attended to		
5								
6						Newport News July 6/30		
7						This day was fine throughout with		
8						several light rain squalls & light		
9						southerly winds all necessaries attended		
10						to		
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Newport News July 7 th /30		
2						This day was fine throughout with		
3						light variable winds all other necessary		
4						attended to		
5								
6						Newport News July 8/30		
7						This day was fine throughout		
8						with moderate breeze easterly Capt		
9						& mate employed sailing decks		
10						all other necessaries attended to		
11								
12						Newport News July 9 th /30		
1						This day was fine throughout		
2						with light & fresh breeze variable		
3						all necessaries attended to		
4								
5						Newport News July 10/30		
6						This day was fine throughout with		
7						fresh breeze in & at 8 pm crew of		
8						6 sailors came on board to crew		
9						employed at vessel work all necessary		
10						attended to		
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from towards

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Newport News July 11/30		
2						This day was fine throughout with		
3						at 11 am sent off crew of 6 sailors		
4						along side dock vessel at Coal dock at		
5						230 am began loading coal at 1030 pm		
6						finished at 1040 pm sent off crew		
7						along side dock vessel at anchor all		
8						other necessaries attended to & at		
9						5 pm took stars on board		
10								
11						Newport News July 12/30		
12						This day was fine throughout with		
1						fresh breeze in & East crew employed		
2						getting vessel ready for sea all other		
3						necessaries attended to		
4								
5						Newport News July 13/30		
6						This day was fine throughout with light		
7						& moderate breeze in & S. S. E. at 1230		
8						now had under way under whole sail &		
9						proceeded to sea at 2 pm was apprised of		
10						thunder light house at 730 pm was apprised		
11						of Cape Henry so then lanch to harbor		
12						for & began sea lay in same date		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1								
2								
3								
4								
5								
6						at 10 pm was off Cape		
7						Henry light ship		
8						bearing by compass point		
9						dist 1 1/2 mile from which		
10						I have taking my departure		
11	8		East	SSE	0	and 6 1/2 mile on log		
12	9		"	"	"	at 4 am chipped over		
1	6		"	"	"	crew employed at vessel		
2	6		"	"	"	work		
3	5		"	"	"			
4	5		"	"	"	Day lanch fine with		
5	6		"	"	"	moderate breeze &		
6	6		"	"	"	smooth sea		
7	7		"	"	"			
8	7		"	"	"			
9	7		"	"	"			
10	7		"	"	"			
11	7		"	"	"	Pumps lanch lanch &		
12	7		"	"	"	lights careful attended		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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1815 n

Journal from *Newport News* towards *Blair main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	14	day of	July	19
1	6		on 4th	mod	1st	Pm				
2	6		"	"	"	This day began fine				
3	6		"	"	"	with moderate breeze				
4	6		"	"	"	& smooth sea				
5	5		"	"	"	at 1230 am started				
6	5		"	"	"	buried ship & tanker				
7	5		"	"	"	stop sail				
8	6		"	"	"					
9	6		"	"	"					
10	7		"	"	"					
11	7		"	"	"	Crew employed				
12	6		"	"	"	washing paint				
1	5		on 4th	"	"					
2	5		"	"	"					
3	5		"	"	"					
4	5		"	"	"					
5	5		on 4th	"	"	Day ends fine with				
6	5		"	"	"	light air				
7	5		"	"	"					
8	5		"	"	"					
9	2		on 4th	"	"	Pumps light look				
10	2		"	"	"	and light				
11	2		"	"	"	Careful attended to				
12	2		"	"	"					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	15	day of	July	19
1	1		on 4th	mod	1st	Pm				
2	0		0	Cal	"	This day began fine				
3	0		"	"	"	with				
4	0		"	"	"					
5	1		on 4th	mod	"					
6	1		"	"	"					
7	1		on 4th	"	"	Crew employed and				
8	1		"	"	"	little work				
9	0		on 4th	Cal	"					
10	0		"	"	"					
11	0		"	"	"					
12	0		"	"	"					
1	0		"	"	"					
2	0		"	"	"					
3	1		on 4th	Cal	"	Day ends fine with				
4	2		"	"	"	light breeze & smooth				
5	2		on 4th	Cal	"	sea				
6	2		"	"	"					
7	2		"	"	"					
8	2		"	"	"					
9	2		"	"	"					
10	3		on 4th	mod	"	Pumps light look and				
11	3		"	"	"	lighty careful				
12	3		"	"	"	attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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19.25m

Journal from *Newport News* towards *Blair main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	16	day of	July	19
1	2		on 4th	mod	1st	Pm				
2	1		"	"	"	This day began fine with				
3	0		0	Cal	"	light breeze & smooth				
4	0		"	"	"	sea				
5	0		"	"	"					
6	0		"	"	"					
7	2		on 4th	mod	"					
8	2		"	"	"					
9	2		"	"	"					
10	2		"	"	"					
11	3		"	"	"	Crew employed and				
12	3		"	"	"	little work				
1	3		"	"	"					
2	2		"	"	"					
3	2		on 4th	"	"	at 2 am clipped over				
4	1		"	"	"					
5	2		"	"	"					
6	2		"	"	"					
7	2		"	"	"					
8	2		"	"	"					
9	3		"	"	"	Day ends fine with				
10	3		"	"	"	light breeze &				
11	3		"	"	"	smooth sea				
12	4		"	"	"	Pumps light look and				
						lighty careful attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	July	day of	17	19
1	6		on 4th	mod	1st	Pm				
2	6		"	"	"	This day began fine				
3	6		"	"	"	with light breeze &				
4	6		"	"	"	smooth sea				
5	6		"	"	"					
6	6		"	"	"					
7	7		"	"	"	at 9 pm went to				
8	7		"	"	"	paint light bore				
9	7		"	"	"	by compass on 6				
10	7		"	"	"	dist 1.9 miles				
11	6		on 4th	mod	"	at 1230 am was				
12	6		"	"	"	approached of marker paint				
1			"	"	"	light dist 4 miles				
2			"	"	"	at 6 am was approached				
3			"	"	"	of paint full missing				
4			"	"	"	knock also 4 miles				
5			"	"	"	at 1030 am was approached				
6			"	"	"	of cutting tank				
7			"	"	"					
8			"	"	"	Day ends fine with moderate				
9			"	"	"	at breeze				
10			"	"	"					
11			"	"	"	Pumps light look and				
12			"	"	"	lighty careful				
						attended to				

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Calais main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 19 day of July 1930
1						P.m.
2						This day began fine
3						with moderate breeze
4						sw
5						at 4.30 p.m. was appr
6						sed of Great Round
7						Shoal light vessel
8	7	6.4 m/h	sw	"	"	at 6 p.m. got thick
9	5	"	"	"	"	with fog
10	5	"	"	"	"	at 7 p.m. was
11	4	"	"	"	"	approached of sea breeze
12	4	"	"	"	"	at 12 mid clock was
1	6	unt	W.S.W.	"	"	at 5 a.m. fog cleared off
2	6	"	"	"	"	Crew employed at
3	6	"	"	"	"	Nettel work
4	7	"	"	"	"	
5	7	"	"	"	"	
6	7	"	"	"	"	
7	6	"	"	"	"	Day ends overcast
8	7	"	"	"	"	with moderate breeze
9	7	unt	"	"	"	& smooth sea
10	7	"	"	"	"	
11	7	"	"	"	"	Pumps light Leeward
12	7	"	"	"	"	Careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 19 day of July 1930
1	8	unt	W.S.W.	"	"	P.m.
2	8	"	"	"	"	This day began over
3	8	"	"	"	"	cast with moderate
4	9	"	"	"	"	breeze & smooth sea
5	10	"	"	"	"	
6	10	"	"	"	"	at 4.30 p.m. started
7	9	"	"	"	"	4th ship & spanker topsail
8	9	"	"	"	"	
9	9	unt	W.S.W.	"	"	at 10 a.m. started spanker
10	9	"	"	"	"	& took in topsails
11	8	unt	W.S.W.	"	"	at 12 m. D. was approached
12	5	"	"	"	"	at mound Desiré
1	4	unt	W.S.W.	"	"	Rack
2	5	"	"	"	"	at 8 a.m. was approached
3	6	"	"	"	"	of Libby Island
4	5	"	"	"	"	
5				"	"	
6				"	"	
7				"	"	
8				"	"	
9				"	"	Day ends fine with fresh
10				"	"	breeze over
11				"	"	Pumps light Leeward &
12				"	"	lighty careful attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Calais main*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 20 day of July 1930
1						P.m.
2						This day began fine
3						with moderate breeze
4						over
5						at 1.50 p.m. was
6						approached of about 40° and
7						2.15 p.m. came to anchor
8						at Eastport barled all
9						sail to hear endy sea
10						log to began to bar bar log
11						on the 21 day of July
12						
1						Eastport July 21 st /30
2						This day was fine through and with light
3						westerly winds crew employed repairing sails
4						all other necessaries attended to
5						
6						Eastport July 22 nd /30
7						This day was fine through and with
8						light breeze sw to W. crew employed
9						sail making all other necessaries attended
10						to
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, day of 19
1						Eastport July 23 rd /30
2						This day was fine through and with light
3						pleasant winds crew employed sail
4						making all necessaries attended to
5						
6						Eastport July 24 th /30
7						This day was fine through and with light
8						& moderate breeze sw at 4 p.m. got head
9						Came along side top vessel to Indian head
10						& anchor at 7.20 p.m. came to anchor at
11						Indian head crew employed Taring reeving
12						all other necessaries attended to
1						
2						Indian head July 25/30
3						This day was fine through and with light
4						breeze westerly at 7.30 a.m. got head started
5						with vessel up river at 9.45 a.m. clocked
6						vessel at Coal Dock at Calais at 1 p.m. started
7						begin discharging cargo crew employed at
8						Nettel work all necessaries attended to
9						
10						Calais July 26/30
11						This day was fine through and with
12						light breeze sw started working cargo all

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Calais July 27/90.		
2						This day was rainy first half part		
3						Cloudy with light air second half part		
4						Westerly Crew and Leeward all necessarys attended		
5						to		
6								
7						Calais July 28/90		
8						This day was fine throughout with		
9						light southerly winds stovedors working		
10						cargo all day crew employed and vessel		
11						work all necessarys attended to		
12								
1						Calais July 29/90		
2						This day was cloudy throughout		
3						with light breeze southerly to S.W. stovedors		
4						working cargo all day crew employed		
5						and vessel work all necessarys attended		
6						to		
7								
8						Calais July 30/90		
9						This day was fine throughout with		
10						light breeze westerly stovedors employed		
11						working cargo all day crew employed and vessel		
12						work all necessarys attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Balais July 31 st /30		
2						This day was fine throughout with		
3						light breeze new steerers employed and		
4						discharging Cargo all day Crew employed		
5						at vessel work all necessary attended		
6						to		
7								
8						Balais Aug 1 st /30		
9						This day was fine throughout		
10						with light breeze new head last port		
11						saunterly at 9.30 am Steerers finished		
12						discharging Cargo at 2.30 pm Gun head		
1						Came along side took vessel to		
2						boarded at 6 pm Came to anchor at East point		
3						with 60 bathams of Chain crew employed at		
4						vessel work all necessary attended to		
5								
6								
7						East point Aug 2 nd /30		
8						This day was thick with fog first		
9						last part fine with light breeze		
10						new crew employed		
11						at vessel work all necessary		
12						attended to		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Castport Aug 3 ^d /90		
2						This day was fine bird		
3						rain squally with moderate to light breeze		
4						for crew at leisure all necessarys		
5						attended to		
6								
7						Castport Aug 4 th /90		
8						This day was rain squally		
9						with light southerly winds crew		
10						employed cleaning and vessels		
11						hale all other necessarys attended to		
12								
1						Castport Aug 5 th /90		
2						This day was fine		
3						thunder with moderate breeze		
4						crew employed at vessel work		
5						all necessarys attended to		
6								
7						Castport Aug 6 th /90		
8						This day was fine		
9						thunder with light breeze		
10						variable crew employed		
11						at vessel work all necessarys		
12						attended to		
1						Castport Aug 7 th /90		
2						This day was fine		
3						thunder with		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Eastport Aug 8/30		
2						This day was rainy most or		
3						less throughout with light breeze		
4						Sailed Crew employed washing paint		
5						all necessarys attended to		
6								
7						Eastport Aug 10/30		
8						This day was fine throughout with		
9						light breeze Sailed first last part		
10						Westerly Crew at leisure all necess		
11						arys attended to		
12								
1						Eastport Aug 11/30		
2						This day was fine throughout		
3						with light Westerly windy Crew		
4						employed at vital work all necess		
5						arys attended to		
6								
7						Eastport Aug 12/30		
8						This day was fine throughout		
9						with light variable windy Crew		
10						employed sail making all necessarys		
11						attended to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Capdpard Aug 13/30		
2						This day was fine throughout		
3						with light breeze north by east		
4						Pard Santherly crew employed		
5						soil making all necessaries attended to		
6								
7						Capdpard Aug 14/30		
8						This day was fine throughout		
9						with light breeze south at 1 1/2 m		
10						soil up crew except mate all		
11						other necessaries attended to		
12								
1						Capdpard Aug 15/30		
2						This day was rainy through		
3						out with moderate breeze east		
4						all necessaries attended to		
5								
6						Capdpard Aug 16/30		
7						This day was rainy throughout		
8						with light air S.E. at 12.30 men dug		
9						along side took vessel to Johns bay north		
10						Lumbach & anchor & lay up all necessaries		
11						attended to		
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Lee way	Remarks,	day of	19
1						Lanebeck Aug 17/30		
2						This day was fine throughout		
3						with Calms to moderate + light breeze		
4						so all necessaries attended to		
5								
6						Lanebeck Aug 18/30		
7						This day was fine throughout with		
8						Calms to light southerly winds at 8.30 am		
9						Long boat brought the Lucia & Dan		
10						along side at 12 noon moved butt dunnies		
11						with 2 anchors with 75 bathans of chain		
12						in boat vessels & made the last		
1						side by side all other necessaries		
2						attended to		
3								
4						Lanebeck Aug 19/30		
5						This day was fine throughout		
6						with light breeze Easterly at 9 am		
7						Long boat brought to side		
8						malamal to anchor along side moved		
9						her with 2 anchors & hield up along		
10						side of ramp all other necessaries		
11						attended to all so paid		
12						Mate off at 6 pm all other vessel		
						is laid up		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						<i>Lubeck Aug 20/30</i>		
2						<i>This day was</i>		
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	25 day of Jan	1931
1						Johns Bay Submarine		
2						received orders this day at noon to		
3						fit ready to sail for Wilmington N.C.		
4						to load M.P. Ties for Boston		
5								
6								
7								
8								
9								
10						26 th day of Jan 1931		
11						(will Campbell)		
12						shipped one man and rowed to Eastport		
1						wind S.W light getting ready for sea		
2								
3								
4								
5						27 th day of Jan /31		
6						shipped two men this day cleaning		
7						snow and ice from ship and got up		
8						steamers		
9						3 men on board		
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from

towards

Salmo by Lubbock M towards In port

H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, 28 day of Jan 1931

1 blowing a gull from NW and
 2 0° weather could not get on shore
 3 this day
 4
 5
 6
 7
 8
 9
 10
 11
 12

Jan 29/31

am light Nuthery wind & S hauling
 to suddenly at night with rain &
 S now and hauling to NW at
 night very cold Capt Tranter
 came on board in pm to look after
 the many bread and peace
 master went on shore at noon
 after filling fresh water
 Horder stores getting scho
 ready for 8rd

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, 30 day of Jan 1931

1 This day comes in with strong
 2 North West wind and cold
 3 0° weather Master could
 4 not get on shore until 4pm
 5 wind moderating
 6
 7
 8
 9
 10
 11
 12

Jan 31/31

This day begins with Nuthery
 wind and cold got stores on
 board and mate & 2 mate &
 Cook. Master went on shore
 after Engineer and 2 men

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from

towards

In port

H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, 1st day of Feb 1931

1 This day begins with North West
 2 wind & thick vapor all day 3rd
 3 weather Master could not
 4 get on board with balance of
 5 crew on account of cold wind
 6
 7
 8
 9
 10
 11
 12

Feb 2d/31

light to calm Nuthery wind
 but came to low scho on but weather
 did not look favorable and could
 not get sailed out on account of
 frozen too hard got lost of crew
 on board weather very cold
 and 3rd vapor in fore noon

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, 3 day of Feb 1931

1 This day begins with West wind
 2 hauling to SW 10 am more up and
 3 drifted back of the M B peace
 4 and anchored again
 5 1 pm got under way and tried to
 6 go out sails up got jigger & mizen
 7 and fore stays all clear so we
 8 could hoist them with fore stays and
 9 could not fetch east put anchor
 10 on account of strong ebb tide setting
 11 down on Campbell Island
 12 Could not get sail enough on scho
 to stem tide without tarring them
 too pieces they are frozen so hard
 anchored off Seward's Kill
 near Island N. B

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from *Johns Bay Me* towards *Wilmington NC*

H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks,	4	day of Feb	1931
1						This day begins with S.W. winds and overcast weather in the forenoon clearing ice & snow off from ship in late pm put down sails so they could be hoisted after pumping salt water over them 5 pm wind S.W. moderate and thick snow			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

Feb 5/31

1						This day begins clear & cold with moderate North winds 8 or 10 knots way with fish boat towing out by east leading 6 pm cutter sight bearing N.N.W. 4 miles calm to light breeze and 9 pm light N.W. winds the remainder of night with fine weather			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H. K. 1/2 K. Courses Winds Leeway Remarks, *Fridy 6* day of Feb 1931

1						Am wind N.N.E. light 12 to 14 knots Mont. Direct back bearing S.S.E. 1 mile for 9 1/2 miles with cold partly clear			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1						Wind hauling southerly and clearing off			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1						Mid night weather clear and cold fair Breeze			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Eastport Me* towards *Wilmington NC*

H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks, <i>Sat 7</i>	day of Feb	1931
1						Weather fair wind fresh		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

1						Sunset light breeze with 10 miles wind hauling to N.E. and dying out light snow		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

1						Barometer 30.7		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H. K. 1/2 K. Courses Winds Leeway Remarks, *Sunday 8* day of Feb 1931

1						overcast & threatening wind becoming fresh		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1						Took in all light sails and made them fast thick rain		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1						Wind hauling southerly and moderating		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1						Barometer 30.0 & falling. Wind becoming up from W.S.W.		
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from East port ME towards Wingham NE

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Monday 9 day of Feb 1931
1						
2						
3						Wind hauling moderately
4						with light rain
5						moderate to Dulmer
6			WSW	NE		all the forenoon
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						Calm & Rainy
6						Barometer 29.7
7						
8						
9			SSW	NE		passed Barney Is. S.S.
10						Wind backing moderately
11						rain & snow
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Tuesday 10 day of Feb 1931
1	10					
2						
3						
4			SSW	NNW		Change fresh breeze NNW
5						
6						
7						
8						
9						
10						
11						
12						
1						Just breeze SSW
2						all SSW
3						fair weather
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from East port ME towards Wingham NE

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Wednesday 11 day of Feb 1931
1						
2						Wind hauling to NW
3			South	NW		moderately fine weather
4						Barometer rising to 30.2
5			SW	SW		Cape Hatteras light ship
6						bay SE 2 miles
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8			SW	W		
9						Wind falling (puffy) weather
10						cloud
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Thursday 12 day of Feb 1931
1						
2						Wind variable W & SW & light
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Eastport Me towards Woburn
Feb 13 day of Feb 1931

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,
1						Went to fine & Calm
2						
3						
4						
5						
6						
7						
8						8 am Pilot came on board from tow
9						boat came & towed to Woburn
10						docked at 5 pm
11						
12						Saturday 14th Feb 1931
1						Wind SW with showers got sea
2						ready to receive cargo
3						P.M. wind shifting to N.W. and
4						cold at night freezing
5						
6						
7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, Sunday 15 day of Feb 1931

1						
2						
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4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
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3						
4						
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7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Woburn Me towards

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,
1						Am thick fog and calm
2						balance of day wind SW
3						Went to fine worked from 7 am to 5:30 pm
4						loading cargo loaded 3054 tons (Gum)
5						Crew doing ship work
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course	*Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H. K. $\frac{1}{2}$ K. Courses Winds Leeway Remarks, 2nd day of Feb 1931

1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from Port of Loughmington towards NE

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Weather	Day of	1931
1						NE Rained early in morning	Feb	
2						at 630 left dock and called		
3						all day		
4						worked from 7am to 530pm		
5						Carro loading 3456 Tons		
6						(Pills) Over doing ship's work		
7						Thursday 26 day of Feb 1931		
8						Weather fine worked loading		
9						from 7am to 12 noon loading		
10						1216 Tons since ship's		
11						equipment of not getting		
12						ties fast enough to keep steers		
1						does to work		
2						Friday 27 day of Feb 1931		
3						Weather fine loaded cargo		
4						from 7am to 330pm		
5						loaded 2047 Tons since		
6						shipped an account of not getting		
7						ties to work on		

	Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks.				
1				Sr		Set 28 day of Feb 1931 Weather overcast drizzling and raining pm begin dark at 7 am finished at 1030 am total 577 lbs Sun & oak Crew getting scho ready for sea				
2						Sunday March 1st 1931				
3						SSW 6 am begin towing * sea by tow board of Seward Adair anchored at 1130 at east point NE on account of rough sea or bar wind SSW blowing strong				
4										
5										
6										
7										
8										
9										
10										
11										
12										
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by O	

Journal from Wilmington NC towards Boston Mass

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>Monday 2 day of March 1907</i>
1				NE		6 am towed to sea 11 on line
2						Ship off Fryer Pass S. Ship
3						and wind back under the
4						Cape Fear bearing NE
5						on account of rough sea and
6						strong NE wind & barometer
7						29.0 or falling & ship anchored
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						Midnight wind NE strong & clear
11						with light fine & barometer
12						29.5 wind backing & moderating

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Tuesday 3 day of Feb			19
1						at anchors 75 fathoms chain			
2						out on starboard anchor			
3						with Rainy blowing hard Rainy Sun			
4						barometer steady 29.5			
5									
6									
7									
8									
9									
10									
11									
12									
1			(Mon)	NNW		weather clearing & wind moderating			
2									
3									
4									
5									
6			SE	NNW	530	put under way set four			
7						sails wind dying out fast			
8									
9				NE		light overcast & breezy Rain			
10									
11									
12			"	ESE		light air			

Journal from *Wilmington NC* towards *Boston Mass*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>Wednesday</i> day of <i>March</i> 1931
1						
2						
3			SW	SE		light air from SE light Run in 15 fathoms water
4						
5						
6				NW		wind backing up from NW in a squall with hail
7						
8						
9			NNE			thunder & lightning in NW
10						7:45 am passed Cape Fear
11			ENE			haze & whistling by log 32
12						8:30 am log 37 = 5 ft NE
1			NE			headed to NE wind NW
2						fish water partly clear
3						
4			NE	NW		Barometer steady at 29.5
5						Heavy Enderly Sea Overcast
6						Windy Barometer rising slowly
7						
8			NNE			
9						
10						Fore & Main Sails burst
11						taring from Boom to Hauls
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>Thursday</i> 5 day of <i>March</i> 1931
1						
2						
3						
4						
5				NW		Laid to South of Hatteras reef
6						Sails and bracing by sails
7						wind strong NW rough sea
8						for SW
9						
10						
11						
12						
1						wind dying and kept off
2			ELS			ELS for light ship
3						
4						
5				WNW		
6						
7						
8						
9			NNE	West		passed Cap Hatteras Is
10						wind light
11						weather fine light wind
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Wilmington NC* towards *Boston Mass*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>Friday</i> 6 day of <i>March</i> 1931
1						
2						
3			NW	SW		Weather fine & light
4						sw wind
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						passed Lomble Shoal N.B.
3						by 1 mile
4						(lights & pumps alight)
5						
6						
7						
8						
9						weather continues to be
10						fine with light breeze
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, <i>Sat</i> 7 day of <i>March</i> 1931
1						
2						
3			NW	WNW		am light to Cuba
4						wind 3 mostly WNW
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						passed by Tuckers light
3						by 5 miles
4						
5						
6						
7						
8						
9						wind backing up SE
10						with rain
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Wilmington NC* towards *Boston Mass*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Sunday 8 day of March 1931
1						Have passed W. of Cape Fear
2						Sight ship 1/2 mile East
3						
4			NNW	SE		thick fog & Rain Took in
5						all sight sails & sparker
6						
7						heavy squalls with thunder
8						& lightning with rain
9						
10						
11						
12						
1				SW		12 morning sighted vessel
2						Shipping to SW
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, day of 19
1						
2						
3						
4						
5						
6						
7						
8						
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10						
11						
12						
1						
2						
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4						
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12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Wilmington NC* towards *Boston Mass*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Tuesday day of March 1931
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
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7						
8						
9						
10						
11						
12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, Wednesday day of March 1931
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
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10						
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12						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

[illegible][illegible][illegible]

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Santa Boston Mar 14/31		
2						This day was fine throughout with moderate		
3						breeze from at 8 am. Stevedores began reeving,		
4						up gear for discharging cargo at 11:30 am. Paid		
5						off crew and at about that time mate		
6						came on board and other necessarys attended		
7						to		
8								
9						Santa Boston Mar 15/31		
10						This day was fine throughout with light		
11						breeze from at 10 am. Hauled vessel about		
12						30 feet ahead the in discharging gear and		
1						discharged no cargo at 4 pm all other necessarys		
2						attended to		
3								
4						Santa Boston Mar 16/30		
5						This day began was fine bird had put		
6						overboard from 4 pm to 6 pm was snow squally		
7						with light rain squalls with moderate		
8						breeze from at 8 am. Stevedores		
9						began discharging cargo & worked		
10						on till 5 pm all other necessarys		
11						attended to		
12								

[illegible]

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Sailed Boston Mar 17/88		
2						This day was overcast on till 2pm		
3						Starkeled in evening with fresh & strong		
4						breeze on & Stevedors working Cargo		
5						8 hours & day all other necessaries		
6						attended to		
7								
8						Sailed Boston Mar 18/88		
9						This day was fine throughout		
10						with fresh & moderate breeze north		
11						stevedors working Cargo from 7.30 am &		
12						4.45 pm all other necessaries attended		
1						to		
2						Sailed Boston Mar 18/91		
3						This day was fine throughout with		
4						light breeze southerly. Stevedors working		
5						Cargo from 7 am & 5 pm all other		
6						necessaries attended to		
7								
8						Sailed Boston Mar 20/91		
9						This day was fine throughout with		
10						moderate breeze on & Stevedors working		
11						Cargo from 7 am & 4.30 pm all		
12						other necessaries attended to		

[illegible]

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			Sault Boston Mar 21/31					
2			This day began fine with light breeze					
3			m.e. steredors working Cargo from 7 am					
4			to 12 noon all other necessarys attended					
5								
6			Sault Boston Mar 22/31					
7			This day was fine throughout with					
8			light breeze m.e. all necessarys attended					
9			to & discharged no Cargo & day					
10								
11			Sault Boston Mar 23/31					
12			This day was fine throughout with					
1			fresh breeze m.e. steredors employed					
2			discharging Cargo from 8 am to 5 pm					
3			all other necessarys attended					
4								
5			Sault Boston Mar 24/31					
6			This day was fine throughout with					
7			light southerly wind steredors working					
8			Cargo from 7 am to 5 pm all					
9			other necessarys attended					
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			Sault Boston Mar 25/31					
2			This day was fine till at 11 am					
3			in rain with fresh breeze Sault					
4			steredors working Cargo from 7 am					
5			to 12 noon all other necessarys					
6			attended					
7								
8			Sault Boston Mar 26/31					
9			This day was raining & raining in					
10			till 6 pm then cleared up fine					
11			with fresh breeze m.e. steredors					
12			worked Cargo from 11 am to 2:15 pm					
1			all other necessarys attended at 5 pm					
2			took fore sail & main sail gip & 4th gip					
3			on board					
4								
5			Sault Boston Mar 27/31					
6			This day began fine with moderate					
7			breeze north to m.e. steredors working					
8			Cargo from 7 am to 5 pm					
9			Capt employed hemming gip & fore gip					
10			& fore sail all other necessarys					
11			attended					
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			Sault Boston Mar 28/31					
2			This day was fine throughout with					
3			light breeze m.e. steredors working Cargo					
4			from 7 am to 5 pm all other necessarys					
5			attended					
6								
7			Sault Boston Mar 29/31					
8			This day was rainy in till 9 am					
9			then cleared off with light breeze					
10			from 8 am all other necessarys attended					
11								
12								
1			Sault Boston Mar 30/31					
2			This day was fine throughout with					
3			moderate breeze m.e. steredors discharging					
4			Cargo all day at 9 am 4 sailors &					
5			engineer came on board & took stars					
6			in board and getting vessel ready for					
7			sea all other necessarys attended					
8								
9			Sault Boston Mar 31/31					
10			This day was fine throughout with light					
11			breeze m.e. at 11 am 2 sailors came on					
12			board at 9 am took Coal & ice on board					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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and got vessel ready for sea								
H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1	at 5:30 steredors finished Discharging							
2	at 6 pm 7 am 7 am 7 am							
3	Boat started below the Castle							
4	anchor with 30 fathoms of chain all							
5	other necessarys attended							
6								
7	Sault Boston April 1 st / 31							
8	This day was rainy throughout with							
9	moderate to strong breeze East							
10	m.e. crew employed cleaning and							
11	rattles hole and cleaning up Decks							
12	all other necessarys attended to							
1								
2	Boston Apr 2 nd / 31							
3	This day was overcast throughout							
4	with moderate breeze Sault 8 am							
5	at 9 am hole shot & led jigger							
6	& mupper but could not get under							
7	way on count of steamer in the way							
8	at 5 pm steamer docked then we got							
9	under way & proceeded to sea							
10	to hear ends to harbour lug							
11	at began sea lug on same							
12	Date							

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Boston mass* towards *Newport news*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 2 nd day of Apr 1931
1						
2						
3						
4						
5						at 6 pm set all sail
6						except <i>spanker</i> topsail
7						& <i>board</i> ship at 7 pm
8	5		sc	sw		was appressed of <i>brakes</i>
9	7		sc	"		light
10	7		"	"		at 8 pm was appressed
11	7		"	W-SW		of <i>Boston</i> light ship
12	7		"	"		
1	7		"	"		at 10 am was appressed
2	7		sc	"	1 st	of <i>Capt</i> <i>black</i> & <i>Log</i> 78
3	7		"	"		miles
4	8		"	"		
5	8		"	"		Crew employed sail
6	8		"	"		making
7	8		"	"		Day ends fine with
8	8		"	"		fresh breeze & moderate
9	8		"	"		sea
10	8		"	"		
11	8		"	"		Pumps light lookout
12	7		"	"		& light <i>Carib</i> attend

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 3 rd day of Apr 1931
1	6		sc	sw		pm
2	6		"	"		This day began fine
3	6		"	"		with moderate sea
4	6		"	"		& fresh breeze
5	6		"	"		
6	6		"	"		at 9 pm tacked ship
7	6		"	"		at 6 am took in topsails
8	6		"	"		
9	6		"	"		at 8 am set in with
10	4		W-SW	sw		light rain
11	4		"	"		
12	4		"	"		
1	8		"	"		
2	8		"	"		Day ends with light
3	8		"	"		rain and fresh breeze
4	9		W-SW	sw		with moderate sea
5	8		"	"		
6	7		"	"		
7	7		"	"		Pumps light lookout
8	7		"	"		and light <i>Carib</i>
9	6		"	"		attended to
10	6		"	"		
11	6		"	"		
12	5		"	"		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Boston mass* towards *Newport news*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 4 th day of Apr 1931
1	5		W-SW	W-SW	2 nd	pm
2	5		"	"	"	This day began with
3	5		"	"	"	light rain & fresh
4	5		"	"	"	breeze with moderate
5	2		"	"	"	sea
6	2		"	"	"	
7	2		W-SW	"	"	at 4 pm cleared off
8	2		W-SW	"	"	
9	1		W-SW	"	"	
10	1		"	"	"	Crew employed at
11	1		"	"	"	deck work
12	1		"	"	"	
1	2		"	"	"	
2	3		"	"	"	at 2 am set 4 topsails
3	3		"	"	"	
4	3		"	"	"	
5	6		"	"	"	
6	6		"	"	"	Day ends with light
7	7		"	"	"	moderate breeze
8	7		"	"	"	& smooth sea
9	7		"	"	"	
10	7		"	"	"	Pumps light lookout
11	7		"	"	"	& light <i>Carib</i>
12	7		"	"	"	attended to

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 5 th day of Apr 1931
1	8		W-SW	W-SW	0	pm
2	8		"	"	"	This day began
3	8		"	"	"	fine with moderate
4	8		"	"	"	breeze & smooth sea
5	8		"	"	"	
6	8		W-SW	W-SW	"	at 730 pm Rob Porter
7	8		W-SW	W-SW	"	on 4 th ship started it
8	7		"	"	"	
9	9		"	"	"	at 10 am set in rain
10	10		"	"	"	
11	10		"	"	"	
12	10		"	"	"	at 1130 am chipped over
1	11		"	"	"	& took in <i>spanker</i>
2	11		"	"	"	
3	10		"	"	"	
4	10		"	"	"	
5	12		W-SW	W-SW	"	Day ends with light
6	12		"	"	"	rain
7	16		"	"	"	
8	10		"	"	"	
9	10		W-SW	W-SW	"	Pumps light lookout
10	10		"	"	"	& light <i>Carib</i>
11	10		"	"	"	attended to
12	10		"	"	"	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Boston Mass* towards *Newport News*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	6	day of Apr	1933
1	9		W m m	mod	$\frac{1}{2}$ to	P m			
2	8		"	mod	"				
3	8		"	"	"				
4	8		"	"	"				
5	8		"	"	"				
6	8		"	"	"				
7	8		"	"	"				
8				"	"				
9				on E					
10				"					
11				"					
12				mod					
1				"					
2				"					
3				W m m					
4				"					
5				"					
6				"					
7				W b m					
8				"					
9				"					
10				"					
11				"					
12				"					

[illegible]

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	7	day of	Apr	1921
1				W Gen						
2				"						
3				"						
4				"						
5				W Gen						
6				"						
7				"						
8				"						
9				"						
10				"						
11				"						
12				W Gen						
1				"						
2				"						
3				"						
4				"						
5				"						
6				"						
7				"						
8				"						
9				"						
10				W Gen						
11				"						
12				"						

[illegible]

Journal from Boston Mass towards Newport News

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	8	day of	Apr	1931
1				over		P.m.				
2				"		This dog began bline				
3				"		with light air over				
4				"						
5				"						
6				Sand		at 7 p.m. came to				
7				"		anchor and side				
8				Wid		of 7 fumble with				
9				"		30 fathoms of chain				
10				"		lowered all sail				
11				"						
12				"		Crew employed sail				
1				Cal		making				
2				"						
3				"						
4				"						
5				"		Day ends bline with				
6				"		Cal				
7				"						
8				"						
9				"		Pumps light looked				
10				"		7 light Cal				
11				"		attached to				
12				"						

[illegible]

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,
1				Calm		9 day of Apr 1931
2				"		From this day began fine
3				"		with Calm
4				S-B		
5				"		at 330 pm GAD under
6				"		Way under whole
7						Sail & proceeded
8						along
9						
10						at 6 pm Came to
11						anchor at New-Port
12						New-Port with 30 fathoms
1						of Chain hauled all
2						Sail
3						to hear back sea lag
4						& began to arbor
5						Lag at 10 Day of Apr
6						
7						New-Port New-Port Apr 10/31
8						This day was fine throughout with Calm
9						& moderate breeze in p.m. Crew employed
10						on board old main-sail and hauled with
11						but & replaced fore & main top-sail
12						at 1130 pm the ship came along side

** Docked Vessel along side of Coal*

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>Dock all other necessarys attended</i>									

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			Newport News Va Apr 11/31					
2			This day was fine throughout with light					
3			breeze at 3:30 am began loading coal ad					
4			8:30 pm finished at 9 pm tug boat came					
5			along side took vessel in stream to anchor					
6			while tug taking vessel out of dock fifteen					
7			cord pier & parted one fifteen guge all other					
8			necessaries attended to					
9			Newport News Va Apr 12/31					
10			This day was fine throughout with					
11			light to fresh breeze on E crew					
12			employed cleaning up decks all other					
1			necessaries attended to					
2			Newport News Apr 13/31					
3			This day was fine throughout with					
4			light & gentle breeze from S E crew					
5			employed getting vessel ready for sea					
6			all other necessities attended to					
7			Newport News Apr 14/31					
8			This day was fine throughout with					
9			light & variable winds & calm ad 8					
10								
11								
12								

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Anchored under way under whole sail

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			and proceeded along side of tug boat					
2			to anchor below the wharfe ad 6					
3			pm lowered down all sail crew					
4			various employed all necessities					
5			attended to					
6			April 15/31					
7			This day began fine with					
8			moderate breeze from E ad 10 am got under					
9			way under whole sail ad 2 pm came to					
10			anchor in side of Cape Henry lowered					
11			all sail all other necessities attended to					
12			April 16/31					
1			This day began fine with					
2			light breeze from E ad 10:30 am got					
3			under way under whole sail ad 1 pm					
4			was approached by Cape Henry to hear					
5			buds to harbour for 3 days					
6			Data					
7								
8								
9								
10								
11								
12								

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1								
2								
3			moderate	SE	1/2			
4			"	"	"			
5			"	"	"			
6			"	"	"			
7			moderate	SE	"	ad 9 pm was approached by		
8			"	"	"	gas buoy off Cape Charles		
9			"	"	"			
10	2		"	"	"	Crew employed		
11	2		"	"	"	washing paint & sail		
12	2		"	"	"	making		
1	1		moderate	SE	1/2			
2	2		"	"	"			
3	2		"	"	"			
4	2		"	"	"	Day ends fine with		
5	2		"	"	"	light breeze &		
6	2		"	"	"	smoke sea		
7	3		"	"	"			
8	3		"	"	"			
9	4		moderate	"	"	Pumps light hoisted		
10	4		"	"	"	& lighty Careful		
11	4		"	"	"	attended to		
12	4		"	"	"			
17								

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	17	day of	Apr	1931
1	4		moderate	SE	1/2					
2	6		"	"	"	This day began fine				
3	6		"	"	"	with light to moderate				
4	6		"	"	"	breeze SE & smoke				
5	6		"	"	"	sea				
6	7		"	"	"					
7	8		"	"	"					
8	8		"	"	"	Crew employed repairing				
9	8		"	"	"	ship & washing paint				
10	8		"	"	"					
11	8		"	"	"					
12	7		moderate	SE	"					
1	6		"	"	"					
2	5		moderate	"	"	Day ends fine with				
3	5		"	"	"	moderate breeze &				
4	5		"	"	"	smoke sea				
5	5		"	"	"					
6	5		"	"	"					
7	5		moderate	"	"	Pumps light hoisted				
8	5		"	"	"	& lighty Careful				
9	5		"	"	"	attended to				
10	5		"	"	"					
11	4		moderate	"	"					
12	4		"	"	"					

Course Distance Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation Diff. of Lon. Lon. in. Lon. by Ob.

Journal from *Newport News* towards *Rockland main*

Journal from *Newport News* towards *Rockland main*

H.	K.	1/2K.	Courses	Winds	Leeway	Remarks, 18 day of Apr 1931
1	6		mt by north	140	Pm	This day began fine with light breeze & smooth sea
2	5		"	"	"	
3	5		"	"	"	
4	6		"	"	"	
5	1		"	"	"	
6	1		"	"	"	
7	2		none	sw	"	Crew employed at vessel work
8	3		"	"	"	
9	3		"	wind	"	
10	3		"	"	"	
11	2		"	"	"	Day ends fine with light air & smooth sea
12	0		0	Cal	"	
1	0		"	"	"	
2	1		none	wind	140	
3	2		"	"	"	
4	2		"	"	"	
5	2		"	"	"	Pumps light looked & lighty Careful attended to
6	2		"	"	"	
7	5		mt by north	140	"	
8	5		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	3		mt by north	140	"	
12	3		"	140	"	

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 20	day of	1951
1	3		none	sw	"	Pm		
2	3		"	"	"	This day began fine		
3	4		"	"	"	with light air & smooth		
4	4		"	"	"	sea		
5	4		"	"	"			
6	4		"	"	"			
7	5		"	"	"			
8	6		"	"	"	at 10 pm started		
9	6		"	"	"	motor launch pointed light		
10	4		mt by north	sw	"	bearing by compass		
11	4		"	"	"	100 & 100 ahead 18 miles		
12	4		"	"	"			
1	4		mt by north	sw	"	Crew employed at vessel		
2	1		none	wind	"	work		
3	1		"	"	"	at 8 am was approached		
4	1		"	"	"	by black Island		
5	4		"	"	"			
6	4		"	"	"			
7	4		"	"	"			
8	4		"	"	"			
9			mt by north	sw	"			
10			"	"	"			
11			mt by north	"	"			
12			"	"	"			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	1/2K.	Courses	Winds	Leeway	Remarks, 19 day of Apr 1931
1	1		mt by north	140	Pm	This day began fine with light air & smooth sea
2	1		"	140	"	
3	1		"	140	"	
4	1		"	140	"	
5	1		none	"	"	
6	1		"	"	"	
7	1		"	"	"	Crew employed wash in paint & sail making
8	1		"	"	"	
9	2		none	140	"	
10	2		"	140	"	
11	2		"	140	"	Day ends fine with light air
12	2		"	140	"	
1	1		"	"	"	
2	1		"	"	"	
3	1		"	"	"	
4	1		"	"	"	
5	1		"	"	"	Pumps light looked & lighty Careful attended to
6	1		"	"	"	
7	1		"	"	"	
8	2		"	"	"	
9	2		none	"	"	
10	2		"	"	"	
11	2		"	"	"	
12	3		"	"	"	

H.	K.	1/2K.	Courses	Winds	Leeway	Remarks,	21	day of	Apr	1931
1			"	Wb	"	Pm				
2			"	"	"	This day began fine				
3			"	"	"	with moderate breeze				
4			"	"	"	& smooth sea				
5				"						
6				"		at 4 pm was approached by Gay				
7				cal		head				
8				"		at 9 pm came to				
9				"		anchor in side of Gay				
10				"		head lowered all sail				
11				"						
12				"		at 9 am got under way				
1				"		under m. b. sail				
2				"		& drifted with tide				
3				"						
4				"		Crew employed working				
5				"		ship				
6				"						
7				"		Day ends fine with				
8				"		light breeze				
9				"						
10				Sb		Pumps light looked				
11				"		& lighty, careful				
12				"						

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Rockland*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 22	day of Apr 1931
1				SSC		Pm	
2				"		This day began fine	
3				"		with light breeze	
4				"			
5				SSC		at 2 pm came to anchor	
6				"		below head of pier	
7				"		light ship	
8				"		at 9 pm got under	
9				"		way again	
10				"			
11				"		at 2 Am came to anchor	
12				"		in weed of Cross Rip light	
1				SSC		at 8 Am got under	
2				"		way & proceeded beating	
3				"		down over shoals	
4				"			
5				"		Day ends fine with	
6				"		moderate breeze east	
7				"			
8				"		Pumps light looked	
9				"		& light careful	
10				"		attended to	
11				"			
12				SSC			

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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Journal from *Newport News* towards *Rockland*

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 24	day of April 1931
1	4		on by north	SSC		Pm	
2	4		"	"	"	This day began fine	
3	4		"	"	"	with moderate breeze	
4	3		"	"	"	& smooth sea	
5	2		"	"	"		
6	1		"	"	"		
7	2		north	SSC			
8	3		"	"	"	Crew employed at vessel	
9	3		"	"	"	work	
10	5		on by north	SSC			
11	5		on by north	SSC			
12	6		"	"	"		
1	6		on by north	"	"		
2	7		"	"	"	at 8 Am tacked ship	
3	7		"	"	"		
4	7		"	"	"		
5	5		on by north	"	"		
6	4		"	"	"	Day ends fine with	
7	4		"	"	"	moderate breeze	
8	4		"	"	"		
9	5		"	"	"		
10	4		on by north	"	"	Pumps light looked	
11	4		"	"	"	& light careful attended	
12	4		"	"	"		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 23	day of Apr 1931
1				SSC		Pm	
2				"		This day began here	
3				"		thick with fog &	
4				"		moderate breeze east	
5				SSC			
6				"		at 2 pm came to	
7				"		anchor above tanker	
8				"		chief light vessel	
9				"		barled all sail	
10				"			
11				"		at 8 Am got under	
12				"		way under way	
1				"		under whale sail	
2				"		& proceeded to sea	
3				"		at 10 Am was down	
4				"		clear of shoals	
5				"			
6				"		Crew various employed	
7				"			
8				"		Day ends fine with	
9				"		moderate breeze	
10				"			
11	4		on by north	"	"	Pumps light looked	
12	4		"	"	"	& light careful	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks, 25	day of Apr 1931
1	4		on by north	SSC		Pm	
2	4		"	"	"	This day began fine	
3	5		"	"	"	with light breeze &	
4	5		"	"	"	smooth sea	
5	6		"	"	"		
6	7		"	"	"		
7	8		"	"	"	at 12 ⁴⁵ midnight was off shore	
8	9		"	"	"	of mainmast light	
9	8		north	"	"	Crew employed working	
10	8		"	"	"	ship	
11	8		"	"	"		
12	8		on by north	"	"		
1	7		"	"	"	at 8 ¹⁵ Am came to	
2			"	"	"	anchor at Rockland	
3			"	"	"	barled all sail	
4			"	"	"		
5			"	"	"	at 10 Am set in rain	
6			"	"	"	and wind in created to	
7			"	"	"	strong breeze SSC	
8			"	"	"	remained part of this	
9			"	"	"	day ends rainy to	
10			"	"	"	strong breeze SSC moderate	
11			"	"	"	gale to hear ends sea fog	
12			"	"	"	began harbor fog	

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Rockland April 27/31		
2						This day was fine throughout with strong		
3						breeze S.W. to West crew employed taking		
4						down spring stays and getting vessel ready		
5						for discharging Cargo all other necessaries attended to		
6								
7						Rockland Apr 28/31		
8						This day was fine throughout with		
9						light S fresh breeze used first last part sand		
10						board of 4 sailors all other necessaries		
11						attended to		
12								
1						Rockland Apr 29/31		
2						This day was rainy in till 6 pm		
3						then cleared off with light breeze sailed		
4						first last part westerly all necessaries		
5						attended to		
6								
7						Rockland Apr 30/31		
8						This day was fine throughout with		
9						moderate breeze used S.W. at 8:00 am		
10						Tug boat & Steam lighter came along side		
11						& docked vessel along side of coal dock		
12						at 10:15 am was docked at 10:25 am started		
						discharging Cargo all other		
						necessaries attended to		
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Rockland May 1 st /31		
2						This day was fine throughout with light		
3						breeze on in first last part S.W. started		
4						discharging Cargo all day crew employed at		
5						vessel work all necessaries attended to		
6								
7						Rockland May 2 nd /31		
8						This day was fine throughout with fresh		
9						breeze S.W. started working Cargo from 9 am		
10						& 4:20 pm crew employed at vessel work all		
11						other necessaries attended to		
12								
1						Rockland May 3 rd /31		
2						This day was rainy first last part fine		
3						and moderate S fresh breeze S.W. & crew		
4						at leisure all other necessaries attended to		
5								
6						Rockland May 4 th /31		
7						This day was fine throughout with fresh		
8						breeze S.W. started working Cargo part of		
9						day delayed with tide crew employed rigging		
10						up spring stays on fore & repairing flying		
11						tip all other necessaries attended to		
12								
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Rockland May 5/31		
2						This day was fine throughout with light		
3						S fresh breeze sailed S.W. started		
4						employed discharging Cargo part of day on		
5						County of Hides crew employed hauling		
6						vessel rigging up spring stays in main		
7						& repairing flying tip all other necessaries		
8						attended to		
9								
10						Rockland May 6/31		
11						This day was fine throughout with breeze		
12						S light breeze on S.W. at 2:30 pm		
1						started discharging Coal crew		
2						employed rigging up spring stays in main		
3						& jigger and cleaning up Decks all other		
4						necessaries attended to		
5								
6						Rockland May 7/31		
7						This day was fine throughout with light		
8						air S light breeze on S.W. at 7 am started		
9						came along side took water and hole of fresh water		
10						set all sail for Booth Bay at 6 pm was		
11						apprehended of manhooker at 7:50 am came to		
12						anchor in 18 fathoms of water with		
						50 fathoms of chain and side of		
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Island lowered all sail all other necessary		
2						attended to		
3								
4						May 8/31		
5						This day was fine throughout with		
6						calm S light breeze Easterly at 11 am got under		
7						way at 12:30 pm came to anchor at Booth Bay		
8						buried all sail in head spanker & spanker top sail		
9						all other necessaries attended to		
10								
11						Booth Bay May 9/31		
12						This day was rainy first last part fine with		
1						light breeze S.W. sailed at 12:50 noon started		
2						& dock vessel at 2:45 pm was docked all		
3						other necessaries attended to		
4								
5						Booth Bay May 10/31		
6						This day was rainy more or less		
7						throughout with fresh breeze last all necessaries		
8						attended to		
9								
10						Booth Bay Harbor May 11/31		
11						This day was rainy on till 4 pm		
12						then cleared up fine with light		
						S moderate breeze on S.W. & moved		
						all necessaries attended to and		
						Paid up Engineer		
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in. Lon. by Ob.

H.	K.	1/2 K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Board/boy May 12/31		
2						This day was fine throughout with		
3						light breeze north wind last part south		
4						at 7 pm Caulker began working on		
5						Wessel Crew employed Repeating Spanker		
6						all other necessarys attended to		
7								
8						Board/boy May 13/31		
9						This day was fine until 6 pm and		
10						in rainy with moderate breeze easterly		
11						Caulker & Carpenters employed all day		
12						Crew working & Spanker all other necess		
1						arys attended to		
2								
3						Board/boy May 14/31		
4						This day was rainy throughout with		
5						light breeze and Crew employed working		
6						Wessel leading, in Wessel and all other		
7						necessarys attended to and done work		
8						to Wessel & dog		
9								
10								
11								
12								

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1						Boat Bay May 15/51		
2						This day was fine throughout		
3						with light breeze westerly & southerly		
4						Carpenters working round vessel part		
5						of day Caulkers did odd work on		
6						cann'd of vessel being next crew employed		
7						Repairing Sparker all other necess-		
8						aries attended to		
9								
10						Boat Bay May 16/51		
11						This day was fine throughout with		
12						light breeze south light land part light air		
1						engrd Caulkers & Carpenters employed all		
2						day crew ad sail making all other		
3						necessaries attended to		
4								
5						Boat Bay May 17/51		
6						This day was fine throughout		
7						with light breeze crew all necessities		
8						attended to		
9								
10						Boat Bay May 18/51		
11						This day was fine throughout with		
12						moderate breeze southerly, Caulkers &		
						Carpenters working all day crew employed		
						ad sail making all other necessities		
						attended to		

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Booth Bay May 19/31			
2						This day was fine throughout with			
3						Moderate breeze southerly Caulkers &			
4						Carpenters employed all day Crew finished			
5						Repairing ship and employed at other			
6						work all necessaries attended to			
7									
8						Booth Bay May 20/31			
9						This day was fine throughout with Moderate			
10						breeze southerly Caulkers Carpenters and			
11						Builder mappers employed all day Crew employed at			
12						Vessel work all necessaries attended to			
1									
2						Booth Bay May 21/31			
3						This day was thick with fog hid part			
4						with light rain Caulkers worked till 12 noon			
5						& Carpenters all day & Builders mappers			
6						Crew employed at vessel work all other			
7						necessaries attended to			
8									
9						Booth Bay May 22/31			
10						This day was fine throughout with			
11						light breeze north last part light air southerly			
12						Caulkers Carpenters & Builders mappers employed			
						all day Crew employed at ships duty all other			
						necessaries attended to			
Course	Distance	Diff. of Lat.	Departure	Lat by P. R.	Lat by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	½K.	Courses	Winds	Leeway	Remarks,	day of	19	
1						Bloat Boy May 23 ^d /31			
2						This day was thick with fog until 5 pm			
3						Sed in Rainy with light breeze from East D.S.E			
4						Caulkers carpenters & painters employed			
5						all day Crew employed at vessel work all			
6						other necessaries attended to			
7									
8						Bloat Boy May 24/31			
9						This day was fine throughout with			
10						fresh breeze southerly Crew at leisure all			
11						other necessaries attended to			
12									
1						Bloat Boy May 25/31			
2						This day was overcast throughout with			
3						moderate breeze south Carpenters & painter			
4						makers employed all day Caulkers working			
5						Charge Part of day Crew employed at			
6						vessel work all other necessaries attended			
7						to			
8						Bloat Boy May 26/31			
9						This day was rainy wind lost hard			
10						bite with light breeze sun carpenters			
11						caulkers & painters employed Part of			
12						day Paid up 2 sailors at 1 pm 4 sailors			
						Came on board all other necessaries			
						attended to			
Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			Beath Bay May 27/31					
2			This day was fine through wind					
3			with light & variable winds Caulkers					
4			& Carpenters employed all day crew					
5			employed ad vessel work at 12 noon					
6			1 sailor came on board all other					
7			necessaries attended to					
8								
9			Beath Bay May 28/31					
10			This day was fine through wind					
11			light breeze more wind land and land					
12			Caulkers & Carpenters employed all day					
1			Crew employed painting vessel all					
2			other necessities attended to					
3								
4			Beath Bay May 29/31					
5			This day was fine through wind with					
6			Calms & light breeze faint Caulkers					
7			& Carpenters finished working ad vessel					
8			all other necessities attended and					
9			Crew ad painting					
10								
11			Beath Bay May 30/31					
12			This day began fine with light air					
			variable & Calms ad 8 am got under					

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. by C
from Beath Bay to Cape Horn and under									
way under whale sail & proceeded									

H.	K.	$\frac{1}{2}$ K.	Courses	Winds	Leeway	Remarks,	day of	19
1			To Bear Ends Harbour Log & began					
2			Sea Log on same Date					
3								
4								
5				Calms		at 8 pm was apprised		
6						of Whistling buoy		
7								
8								
9						at 12 noon was		
10						apprised of		
11						light distance 1 mile since an		
12								
1								
2	4		land	1/4	1/4	Crew employed at		
3	4		"	"	"	vessel work		
4	4		"	SE 1/4	1/2			
5	4		"	"	"	at 10 am tacked ship		
6	4		"	"	"			
7	4		SE 1/4	SE	"	Day ends fine with		
8	4		"	"	"	moderate breeze		
9	4		wind	SE	1/2	& smooth sea		
10	5		"	"	"			
11	6		SE 1/4	SE 1/4	"	Pumps light looking		
12	7		"	"	"	& lights careful attended		

Course	Distance	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation	Diff. of Lon.	Lon. in.	Lon. b.
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